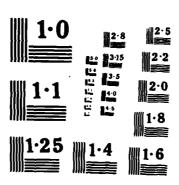
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NAVAL POSTGRADUATE SCHOOL

Monterey, California





THESIS

DISPERSION SENSITIVITY OF THE EIGHT INCH ADVANCED RAMJET MUNITIONS TECHNOLOGY PROJECTILE DUE TO WIND AND MINOR THRUST ERRORS

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September 1984

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Dispersion Sensitivity of the Eight Inch Advanced Ramjet Munitions Technology Projectile Due to Wind and Minor Thrust Errors

bу

Steven Ronald Poole
Major, Canadian Forces
B Sc., College Militaire Royale De Saint Jean, 1975

Submitted in partial fulfillment of the requirements for the degree of

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NAVAL POSTGRADUATE SCHOOL September 1984

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ABSTRACT

Advanced Ramjet Munitions Technology (ARMT) project within the Defence Advanced Research Projects Agency (DARPA) to research ramjet munitions. The ARMT eight inch projectile uses ramjet thrust for a boosted trajectory, but operates on a thrust drag balance concept to create a pseudo vacuum trajectory during powered flight. The analyzed using an IBM 370 computer trajectory was simulation for three and five degrees of freedom. Work was also done to adapt the Ballistics Research Laboratories six degrees of freedom program to the IBM system.Projectile aerodynamic and mass properties were obtained from the Norden Systems Wind Tunnel Data. Dispersion from vacuum trajectory due to wind prior to ramjet burnout proved minor.Dispersion due to constant thrust errors under 5% was within a 600 foot radius at terminal guidance over a range of 33 miles.

TABLE OF CONTENTS

I.	INT	RODUCTION 1	4
	Α.	AIFS/ARMT OPERATIONAL CONCEPT 1	4
	в.	THRUST DRAG BALANCE CONCEPT 1	6
	c.	THESIS SCOPE 1	9
II.	TRA	JECTORY ANALYSIS METHODOLOGY 2	: 1
	A.V	ACUUM TRAJECTORY ANALYSIS 2	1
	в.т	THREE DEGREES OF FREEDOM MODEL 2	1
	C.F	TIVE DEGREES OF FREEDOM MODEL 2	5
	D.S	SIX DEGREES OF FREEDOM MODEL 2	7
III.	TRA	JECTORY RESULTS 2	8
	A.T	HREE DEGREES OF FREEDOM 2	8
		1. Wind and Thrust Error Sensitivity 2	ઙ
		2. Damping Coefficient Effects 3	5
		3. Sinusoidal Wind Analysis 3	6
	B.F	IVE DEGREES OF FREEDOM 5	4
IV.	CON	ICLUSIONS 8	2
APPENI	XIC	A-PROJECTILE CHARACTERISTICS 8	4
APPENI	XIC	B-TRANSIENT ANGLE OF ATTACK CALCULATIONS 8	6
APPENI	XIC	C- PSEUDO-VACUUM TRAJECTORY CONCEPT 8	8
APPENI	XIC	D- PSEUDO-VACUUM TRAJECTORY PROGRAM WITH BASELINE DATA	2
APPENI	XIC	E- INTERACTIVE ORDINARY DIFFERENTIAL EQUATION SOLVER (IODE) THREE DEGREE MODEL SECRETCATIONS AND SAMPLE DATA	. ~

APPENDIX F- 10DE FIVE DEGREE MODEL SPECIFICATIONS AND SAMPLE DATA	113
APPENDIX G- IBM ADAPTED BRL MODEL PROGRAM HTRAJ	128
LIST OF REFERENCES	173
BIBLIOGRAPHY	174
INITIAL DISTRIBUTION LIST	175

LIST OF TABLES

3.1	NO THRUST CROSSWIND EFFECTS (THREE DEGREES)	32
3.2	DISPERSION DUE TO NET LIFT FROM TRANSIENTS(THREE DEGREES)	33
3.3	NO THRUST WIND EFFECTS (FIVE DEGREES)	58
3.4	DISPERSION DUE TO NET LIFT FROM TRANSIENTS(FIVE DEGREES)	60
3.5	DISPERSION ANALYSIS RESULTS	78

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LIST OF FIGURES

1-1.	ARMT TRAJECTORY CONCEPT	15
1-2.	PROJECTILE DYNAMICS THRUST EQUALS DRAG	17
1-3.	PROJECTILE DYNAMICS WITH CROSSWIND	18
1-4.	ANGLE OF ATTACK VERSUS TIME	19
2-1.	VACUUM TRAJECTORY FOR ARMT	22
2-2.	THREE DEGREES OF FREEDOM MODEL (YAW PLANE)	23
2-3.	THREE DEGREES OF FREEDOM BASELINE TRAJECTORY	24
2-4.	FIVE DEGREES OF FREEDOM PITCH PLANE MODEL	26
3-1.	THRUST ERROR SENSITIVITY(RANGE-3 DEGREES)	29
3-2.	THRUST ERROR SENSITIVITY (BURN TIME-THREE DEGREES)	30
3-3.	CROSSWIND SENSITIVITY(3 DEGREES)	31
3-4.	WIND EFFECTS ON ANGLE OF ATTACK	34
3-5.	DAMPING COEFFICIENT EFFECTS	35
3-6.	SINUSOIDAL WIND EFFECTS (SINE)	37
3-7.	SINUSOIDAL WIND EFFECTS (COSINE)	38
3-8.	SIMPLIFIED THREE DEGREES OF FREEDOM MODEL	39
3-9.	COSINE WIND ANALYSIS	41
3-10.	SINE WIND ANALYSIS	42
3-11.	DISPERSION VERSUS WIND PHASE ANGLE (LARGE LAMBDA)	46
3-12.	DISPERSION VERSUS WIND PHASE ANGLE (MEDIUM LAMBDA)	47
3-13.	DISPERSION VERSUS WIND PHASE ANGLE (SMALL LAMBDA)	48
3-14.	DISPERSION VERSUS WIND PHASE ANGLE (RESONANCE)	49
2 15	DUAGE ANCLE VERSUS WAVELENGTU OF WIND	

3-16.	DETRIMENTAL RESONANCE BETWEEN PROJECTILE SHORT PERIOD AND SPATIAL FREQUENCY OF WIND PROFILE 51
3-17.	FOURIER TRANSFORM OF WIND PROFILE CONCEPT 52
3-18.	THRUST ERROR EFFECTS (RANGE) 55
3-19.	THRUST ERROR EFFECTS (HEIGHT) 56
3-20.	THRUST ERROR EFFECTS (BURN TIME) 57
3-21.	CROSSWIND SENSITIVITY(5 DEGREES) 59
3-22.	HEADWIND SENSITIVITY(RANGE) 61 (3-22 A-C ENLARGEMENTS)
3-23.	TAILWIND SENSITIVITY(RANGE) 65 (3-23 A-C ENLARGEMENTS)
3-24.	HEADWIND SENSITIVITY(HEIGHT) 69 (3-24 A-C ENLARGEMENTS)
3 -25 .	TAILWIND SENSITIVITY(HEIGHT) 73 (3-25 A-C ENLARGEMENTS)
3-26.	TAIL/HEADWIND EFFECTS (BURNTIME) 7.7
3-27.	VELOCITY SENSITIVITY 79
3-28.	THREE DIMENSIONAL TRAJECTORY WITH WIND PROFILE 81
A-1.	ARMT PROJECTILE BASELINE DESIGN 84
C-1.	PSEUDO-VACUUM TRAJECTORY CONCEPT CURVES 89
C-2.	BURNOUT VARIATIONS 91
E-1.	RANGE VERSUS TIME (3 DEGREES) 111
E-2.	DISPERSION(Y) VERSUS TIME (3 DEGREES) 111
E-3.	ALPHA VERSUS TIME (3 DEGREES) 112
F-1.	RANGE AND HEIGHT VERSUS TIME (5 DEGREES) 125
F-2.	DISPERSION(Y) VERSUS TIME (5 DEGREES) 126
F-3.	ALPHA AND BETA VERSUS TIME (5 DEGREES) 127

TABLE OF SYMBOLS AND ABBREVIATIONS

ABBREVIATIONS:

AIFS -ADVANCED INDIRECT FIRE SYSTEM

ARMT -ADVANCED RAMJET MUNITIONS TECHNOLOGY

BRL -BALLISTICS RESEARCH LABORATORY

IODE -INTERACTIVE ORDINARY DIFFERENTIAL EQUATION SOLVER

NPGS -NAVAL POSTGRADUATE SCHOOL

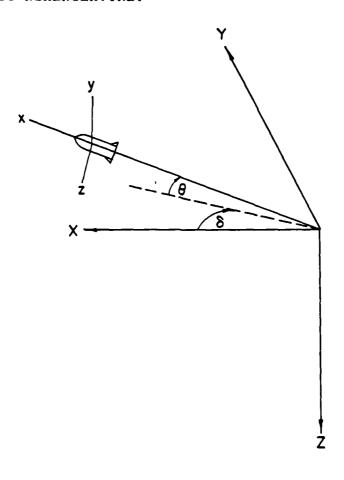
SYMBOLS:

FORMULA	PROGRAMS	DESCRIPTION	UNITS
œ	A	angle of attack	radians
В	В	sideslip angle	radians
ઠ	DE	angle between body axis and inertial axis (yaw plane)	radians
x	GA	angle between inertial axis and relative wind, yaw plane	radians
እ	LAMBDA	wavelength	feet
ያ	RO	air density	lbf-s2/ft4
w	-	angular velocity	rads/sec
ᡗ	0	<pre>angle between relative wind and inertial axis (pitch plane)</pre>	radians
ė	THE	<pre>angle between body axis and inertial axis(yaw)</pre>	radians
cd	CD	drag coefficient	

Cdo	CDO	zero lift drag coeffic	cient
c_1	CL	lift coefficient	
Clox		slope lift coefficient	:
C _m	CM	moment coefficient	
C _{Moc}	CMA	slope moment coefficie	ent
Cmq	CMT	damping coefficient	
Xcp		centre of pressure location(from spike)	inches
Xcg		<pre>centre of gravity location(from spike)</pre>	inches
С	С	thrust error coefficie	ent
d	DI	projectile diameter	inches
D	DRAG	Drag	lbf
Dw		Drag due to wind	lbf
f		frequency	Hz
g ·	G	gravity	ft/sec
I .	I	moment of inertia	slug-ft
Isp	ISP	specific impulse	"sec"
L	L	lift	lbf
Lw		net lift due to transients	1bf
n	M	Råss	1bm
q	Q	dynamic pressure	lbf/ft ² -s ²
U	V	relative wind	ft/sec
V		initial velocity projectile	ft/sec

Vcg	VCG	centre of gravity velocity	ft/sec
Vw	VW (3 deg) VWXY(5 deg) VWXZ(5deg)	wind velocity	ft/sec
Vwo		initial wind speed	ft/sec
x	x	range	ft
Y	Y	crossrange	ft
z	Z	height	ft

GEOMETRIC NOMENCLATURE:



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I would be remiss if I did not thank my wife, Marie Josee, and my two children, Crista and Eric, for helping create the atmosphere I needed to succeed in the academic environment.

I.INTRODUCTION

A. ARMT OPERATIONAL CONCEPT

Conventional artillery uses unguided projectiles to destroy a variety of targets including armored vehicles. Ballistic information and professional experience are used to direct fire onto a target with little chance of a direct hit in the first few rounds. A forward observer provides feedback to the guns for correction until the target is destroyed with subsequent rounds. Generally this approach is limited to the 30 kilometer range and often point target locations are not known.

The ARMT projectile, formerly called AIFS, changes the conventional concept by providing a fire and forget, boosted and terminally guided projectile with a highly predictable trajectory. Conventional heat seekers and target identification systems are short range and require a blunt nose which has high drag. Active radar is not practical. Long ranges of 60 kilometers are achieved by using solid fuel ramjet propulsion with an axisymmetric air inlet spike. An accurately predicted trajectory is achieved by ensuring thrust equals drag to produce zero axial acceleration and create a pseudo-vacuum trajectory during powered flight. At a preset time (near ideal condition ramjet burnout) the inlet spike is discarded and canards are deployed for

terminal guidance control. A passive or reflected target energy system will be used for terminal guidance. Research is ongoing and sponsored by DARPA. Projectile characteristics are at Appendix A.

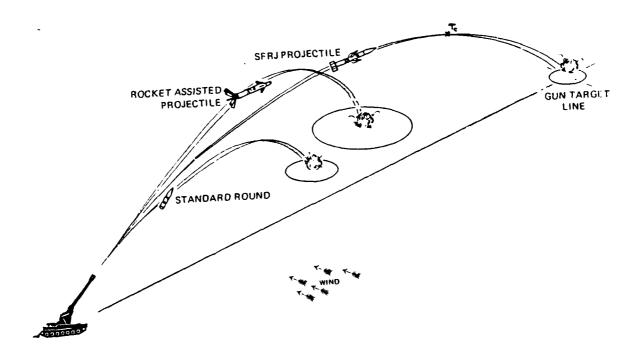


Figure 1-1 ARMT Trajectory Concept

B. THRUST DRAG BALANCE CONCEPT

Balanced thrust drag implies that the thrust equals the drag vectors during powered flight. The aim of the balance to negate meteorological variations throughout the trajectory by reducing all force vectors to zero except gravity. The resulting pseudo-vacuum trajectory is highly predictable. The balance is accomplished by measuring axial acceleration and maintaining it at zero. Appendix B explores this concept in detail. The potential errors include transients due to wind induced reactions and measurement errors in the technical application of the balance in flight. Further, any asymmetries such as aerodynamic misalignment or thrust will produce a lateral force which must be offset by a small roll rate(sixth degree of This allows longitudinal forces to be the freedom). significant forces.

The concept of thrust drag balance is best demonstrated in Figures 1-2 and 1-3. In Figure 1-2 the centre of gravity of the projectile is flying at an angle of attack (alpha) with a velocity vector (Vcg) relative to a fixed earth reference frame. The aerodynamic forces are lift(L) and drag(D). Assuming static attack stability and neglecting transient dynamics, the angle of attack becomes zero, which

reduces lift to zero. If thrust equals drag then only the gravitational force exists.

If a crosswind(Vw) is applied, the projectile cocks into the wind because of the aerodynamic force acting on the centre of pressure. Adjusting the thrust and again assuming static stability the drag can be offset as shown in Figure 1-3 by applying the correct thrust. For future reference the component of drag normal to the plane containing Vcg is Dw.

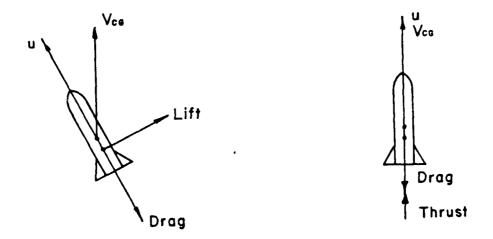


Figure 1-2 Projectile Dynamics Thrust Equals Drag

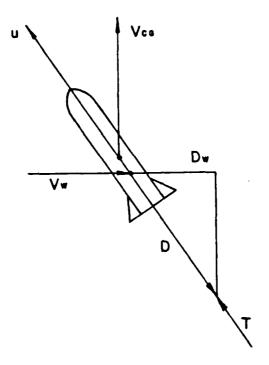


Figure 1-3 Projectile Dynamics With Crosswind

If a tailwind or headwind is applied, thrust is adjusted to compensate in the same manner.

The dynamics or transient effects due to wind which create damped oscillatory motion have a cumulative net lift effect(as shown in Figure 1-4) as angle of attack is proportional to lift. The area under the curve in Figure 1-4

does not average to zero due to the damping. For future reference this lift due to wind will be referred to as Lw.

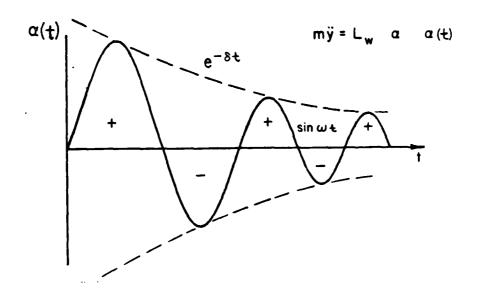


Figure 1-4 Angle Of Attack Versus Time

Calculations integrating alpha(t) twice to demonstrate the above in the yaw or pitch plane are at Appendix B.

C. THESIS SCOPE

It is emphasized that the scope of this thesis is to analyze dispersion from the pseudo-vacuum trajectory at terminal guidance time for the eight inch ARMT projectile. In colloquial terms the "basket" from which the projectile will be guided to target was determined. Further, this basket is based on thrust errors and wind effects for a

launch angle of 45 degrees and muzzle velocity of MACH 2.2 at sea level. Linearized aerodynamics were used in all calculations. No attempt was made to establish a "footprint" for projectile impact.

II. TRAJECTORY ANALYSIS METHODOLOGY

A. VACUUM TRAJECTORY ANALYSIS

A short and simple BASIC program was written to establish the vacuum trajectory and fuel burn time of the projectile in a two dimensional scenario where thrust exactly equaled drag. The Standard U.S. Atmosphere was used and the drag coefficient linearized [Reference 1]. The program listing and baseline data are at Appendix D. The key parameters and equations used are listed at Appendices A and D.The baseline pseudo-vacuum trajectory is shown in Figure 2-1.

B. THREE-DEGREES-OF-FREEDOM MODEL

The computer simulation was established using the Interactive Ordinary Differential Equation (IODE) library program at NPGS. A listing of the three degrees of freedom equations is in the IODE specifications at Appendix E. The simulation is based on wind tunnel results from Norden Systems (References 2 and 31 and assumes a horizontal plane at 30000 feet altitude. This height was chosen as significant flight time is at altitude and the time of flight in this plane was near actual flight time. Primarily the model was used to study crosswind effects but resonance with the projectile short period was simulated. Different thrust

scenarios were also used. Figure 2-2 depicts the model in the X-Y plane.

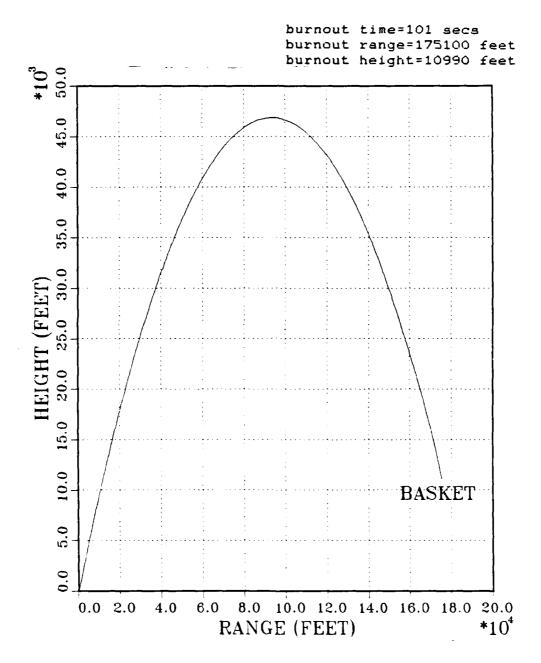


Figure 2-1 ARMT Pseudo-vacuum Trajectory

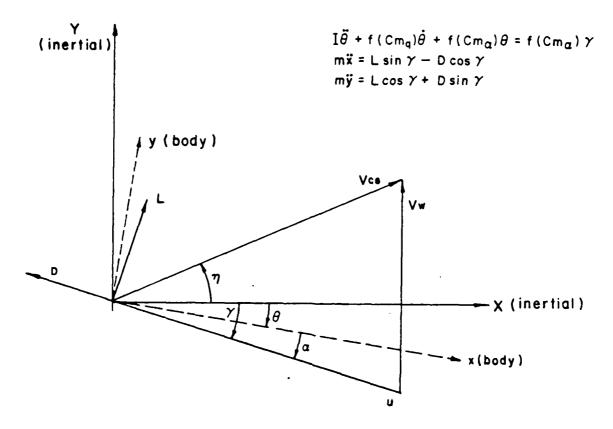


Figure 2-2 Three Degrees Freedom Model (Yaw Plane)

The crosswinds were varied in intensity and duration to analyze crossrange dispersion. As well thrust was varied as a function of drag by scaling the drag. Cmq predictions were approximately -190 to -205 by Norden Systems [Reference 2] and an analysis was done to determine the effects of varying this damping coefficient. To further study the projectile characteristics, trajectories were simulated with no thrust or mass attenuation with varying wind profiles. Figure 2-3,

shows the baseline three-degrees-of-freedom trajectory of thrust equals drag with no wind.

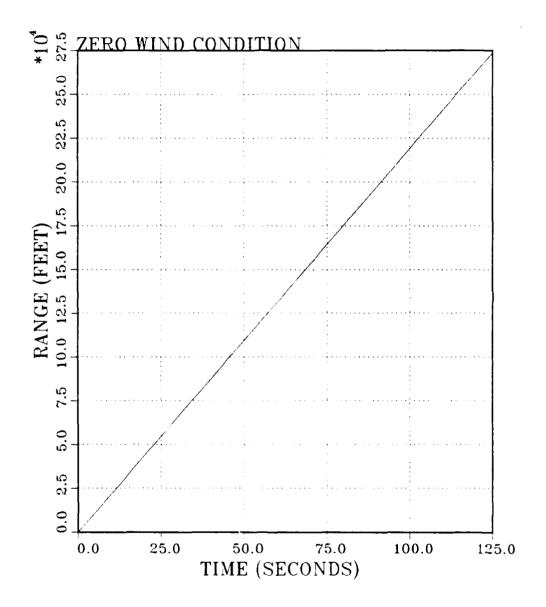


Figure 2-3 Baseline Three-Degrees-Of-Freedom Trajectory

C. FIVE-DEGREES-OF-FREEDOM MODEL

Again the IODE program was used to solve a five degrees of freedom system of equations. The roll plane was neglected for the following reasons:

-the program could not accept sufficient functions to define six degrees of freedom.

-the fins are expected to damp out initial spin due to gun rifling (900 RPM) in the first few seconds of flight. Sufficient spin to average projectile asymmetry errors to zero but not enough to significantly affect dynamics will remain. (ie. gyroscopic effects and Magnus effects)

-the initial spin damping dynamics are beyond the scope of this thesis.

The projectile was assumed to be axisymmetric allowing for ease of calculations in the yaw and pitch planes. Figures 2-2 and 2-4 depict the yaw and pitch planes for the model, respectively.

A listing of the equations is provided in the IODE specifications at Appendix F. Trajectory simulations were run with varying wind profiles and thrust error scenarios. Terminal guidance time (Tc) was determined by the baseline five degrees of freedom trajectory shown at Figure 2-1 as 101 seconds. This trajectory has no wind and thrust exactly equaled drag until discard of the air inlet spike and

canard deployment. All simulations assumed a 45 degree launch angle and Mach 2.2 muzzle velocity. Dispersion from the pseudo-vacuum trajectory was measured at terminal guidance time including the following variables:

- -X=range at 101 seconds
- -Y=crossrange at 101 seconds
- -Z=height at 101 seconds
- -Tb=burnout time
- -Vcg=speed at time 101 seconds

Dispersion is defined as the difference between value for perturbed trajectories and the baseline trajectory.

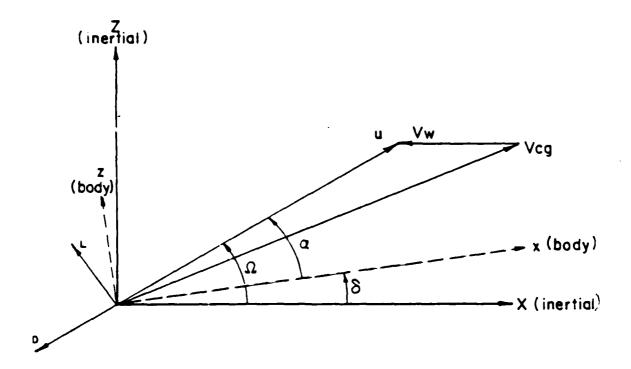


Figure 2-4 Five-Degrees-Of-Freedom Pitch Plane Model

D. SIX-DEGREES-OF-FREEDOM MODEL

The Ballistics Research Laboratories (Aberdeen) six degrees of freedom model HTRAJ was obtained and adapted for use on the NPGS IBM 370 system. The adapted listing is included as Appendix G. Program compilation was achieved but output data was not satisfactory due primarily to input data syntax problems. Further, the program requires extensive modification to be able to vary thrust as a function of drag with the ease of the previous models already described. Time was not available to correct these problems. Detailed documentation on the program HTRAJ is available through BRL.

III. TRAJECTORY RESULTS

A. THREE DEGREES OF FREEDOM

1. Crosswind And Thrust Error Sensitivity

Figures 3-1 and 3-2 show the effects of constant thrust errors as a percentage of drag with no wind. Recall that the three-degrees-of freedom trajectory is at constant altitude. The figures therefore represent a thrust error sensitivity in terms of burn time and range variations due to drag or thrust. The trajectories all pass nearly through the 218000 foot range mark at t=100 seconds, but the burnout ranges are significantly different due to the varying burn times resulting from projectile thrust. Figure 3-2 demonstrates the obvious conclusion that the burnout time decreases as thrust increases.

Figure 3-3 combines the effects of constant crosswinds and thrust errors to demonstrate resultant cross range dispersion. The constant wind velocity lines are very nearly linear, and the pattern is essentially a shift about the zero-zero point. If thrust is less than drag, the dispersion is in the direction of the wind vector. If thrust is greater than drag then the overcompensation produces a dispersion opposite to the wind vector.

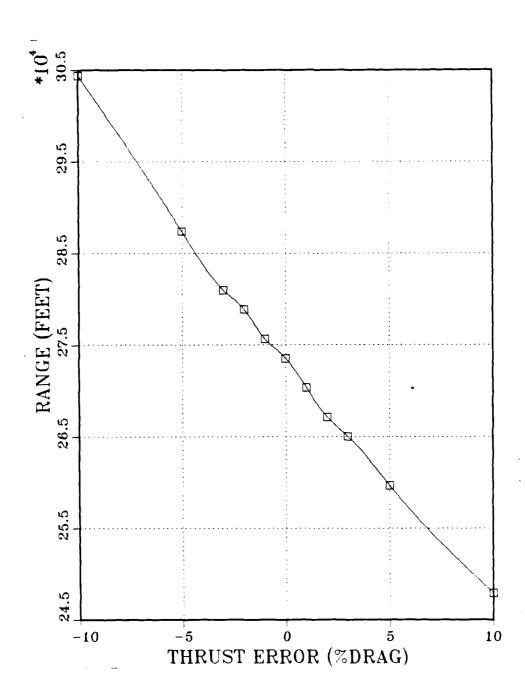


Figure 3-1 Thrust Error Sensitivity (Range)
Three Degrees Of Freedom

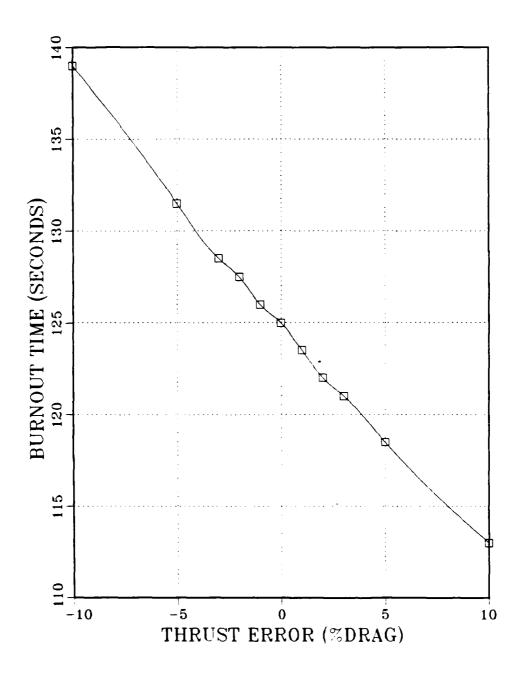


Figure 3-2 Thrust Error Sensitivity (Burntime)
Three Degrees Of Freedom

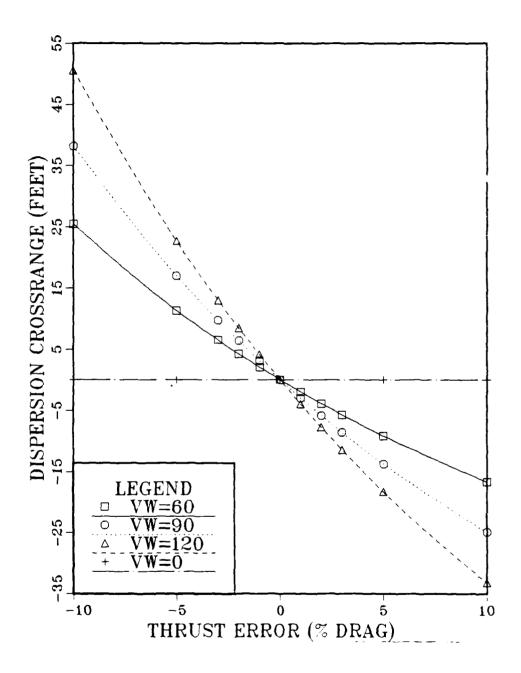


Figure 3-3 Crosswind Sensitivity Three Degrees Of Freedom

Of interest was the dispersion due to the same wind profiles without thrust or mass loss. This represents an absolute dispersion with a given wind profile. These results are in Table 3.1.

Table 3.1 No Thrust Crosswind Effects
Three Degrees of Freedom

Thrust=0	t=125 seconds
vw (ft/sec)	dispersion (feet)
0	crossrange O
60	195.76
. 90	293.80
120	392.02

The data clearly shows that crosswinds have a minimal effect in the thrusted scenarios. The dispersion in the thrust-equals- drag case is due to the transients (Lw) and is negligible as well. This is illustrated at Table 3.2.

Table 3.2 Dispersion Due to Net Lift from Transients

Thrust=drag

vw (feet/sec)	dispersion (feet) crossrange
0	٥
60	.018
90	.027
120	.036

Angle of attack damped to virtually zero during the trajectories (see Figure E-3) but the absolute maximum values were also recorded. Figure 3-4 demonstrates the relation between angle of attack (alpha) and the wind velocity. Thrust errors had virtually no effect on the angle of attack magnitude.

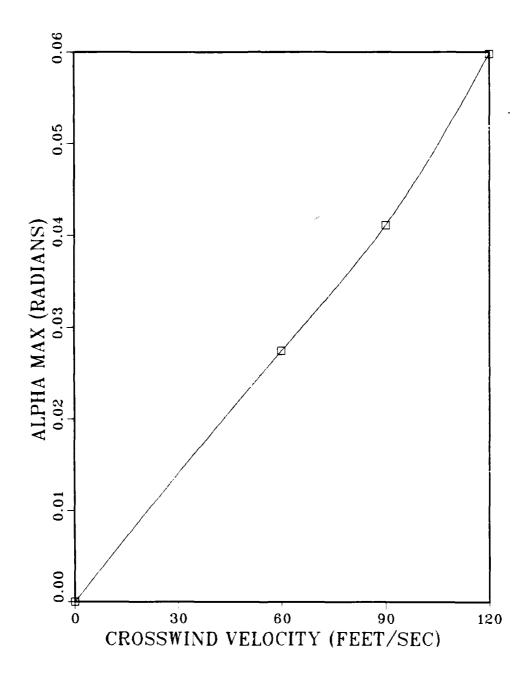


Figure 3-4 Wind Effects On Maximum Angle Of Attack

2. Damping Coefficient Effects

The magnitude of Cmq was determined to be approximately -200 in the flight speed ranges of the ARMT projectile [Reference 4]. To determine if this coefficient significantly affected dispersion Cmq was varied from 0 to 1.9×10^6 and the dispersion recorded. Figure 3-5 shows the relation between Cmq and dispersion (crossrange) with a constant wind of 60 feet/second and time of 125 seconds.

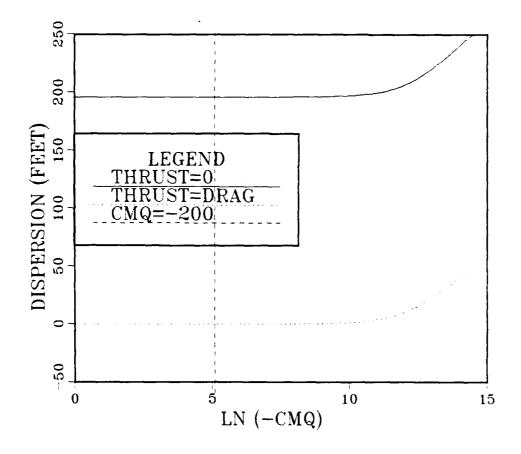


Figure 3-5 Damping Coefficient Effects

Careful examination of Figure 3-5 shows that dispersion increases slightly for realistic values of Cmq and is therefore proportional to Cmq.Due to the small sensitivity of dispersion to Cmq for all practical purposes one can conclude dispersion is independent to Cmq.(The increased dispersion proportional to Cmq can be explained as the difference in the areas under a highly damped sinusoid versus a non-damped sinusoid is considerable.)

3. Sinusoidal Wind Analysis

To test the effects of phase angles and wavelengths on the projectile dynamics a sinusoidal wind was input to test the model. The wind (Vw) was of the form Vo sin(2 PI Vo t/lambda + phase) where Vo was set at 60 feet/second. Figures 3-6 and 3-7 show the trajectories for the sine and cosine winds to burnout at thrust equal to 90% drag. (Lambda=range and lambda=.5 range) Of note is the fact that the sine wind produces a continuous dispersion while the cosine wind does not when thrust does not equal drag. This discovery led to an expanded study of different phase and wavelength sinusoidal wind inputs for various thrust scenarios. As well a simplified model was constructed as shown at Figure 3-8 and calculations confirmed the three degrees of freedom model results. Figures 3-9 and 3-10 depict the results of the calculations.

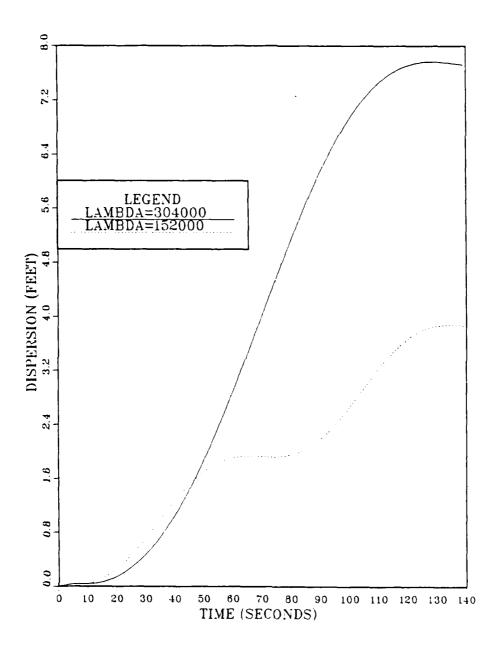


Figure 3-6 Sinusoidal Wind Effects (Sine)

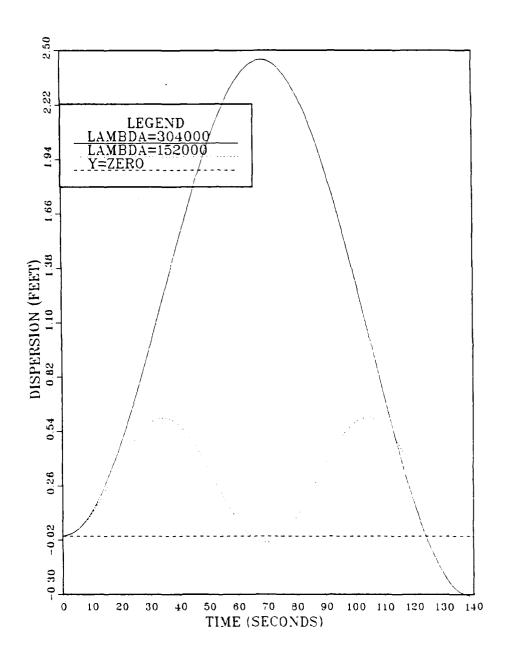


Figure 3-7 Sinusoidal Wind Effects (Cosine)

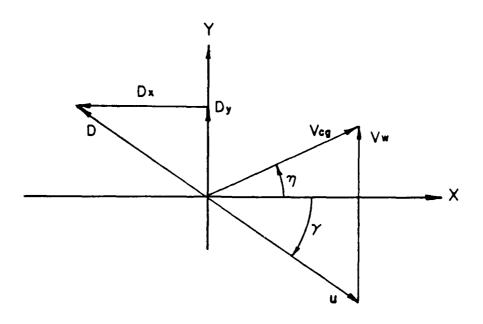


Figure 3-8 Simplified Three Degrees Of Freedom Model

The simplified model was used to analytically evaluate the crossrange dispersion (y) in the cases of sine and cosine winds to confirm the validity of the three-degrees-of-freedom model. Calculations follow:

General equations of motion in the y direction from Figure 3-8 are:

M dVy/dt =Dy which approximately equals D(Vw-Vy)/Vxo if Vxo=Vo=constant. Then transforming the equation we get:

dVy/dt + D/(MVo)Vy = D/(MVo) Vw(t)

or in time differentiated notation:

$$\overset{\bullet\bullet}{y}$$
 + B $\overset{\bullet}{y}$ = B Vw(t) if D/(MVo) =B

If a comine wind Vw(t)=Vwo cos (2 PI Vo t/λ) is applied and the differential equation solved we have:

$$y(t)/\lambda = K e^{-\beta t} - \cos(2 \text{ PI Vo } t/\lambda) + \frac{D \sin(2 \text{ PI Vo } t/\lambda)}{2 \text{ PI m Vo}^2}$$

let K= 2
$$\frac{1/2 \text{ m Vo}^2 \text{ Vwo}}{D \lambda \text{ Vo}}$$

 $\frac{1 + \left[\frac{4 \text{ PI } D \lambda}{1/2 \text{ m Vo}^2}\right]^2}$

Figure 3-9 graphically depicts the results as t increases. A zero asymptote is observed and this conforms with model results.

Now if a sine wind $Vw(t) = Vwo \sin (2 \text{ Pi Vo } t/\lambda)$ is applied and the differential equation solved:

$$y(t)/\lambda = K$$

$$\frac{D\lambda}{4 \text{ PI } 1/2 \text{ m } Vo^2} (1-\cos(2 \text{ PI Vo } t/\lambda)) - \frac{4 \text{ PI } 1/2 \text{ m } Vo^2}{\sin(2 \text{ PI Vo } t/\lambda) + 4 \text{ PI}(1/2 \text{ mVo}^2)(1-e^{-Bt})}$$

Figure 3-10 graphically depicts these results as t increases. The asymptote is

$$K \left[\frac{(4 \text{ PI } 1/2 \text{ m } \text{Vo}2)}{D\lambda} (1-e^{-Bt}) \right]$$

and this conforms to the model also.

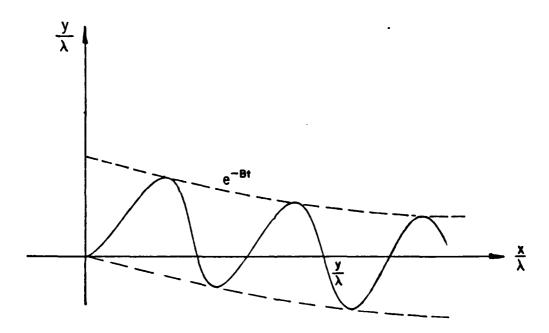


Figure 3-9 Cosine Wind Analysis Results

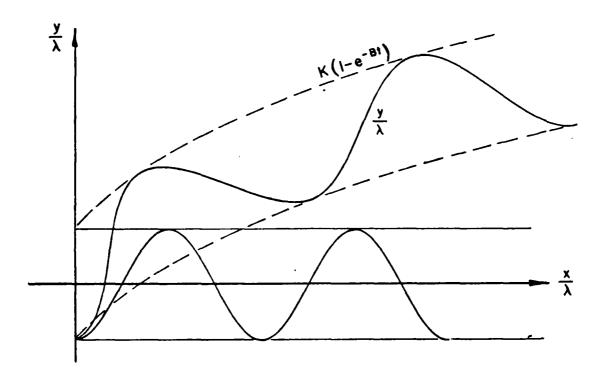


Figure 3-10 Sine Wind Analysis Results

The constant wind case was also derived:

Vw(t) = Vw and the solved differential equation is:

$$y(t) = Vw t - Vw m Vo/D e^{-Bt}$$

and as t increases y approaches Vw t.

Specific calculations were done to confirm dispersion results at burnout. The calculations were based on:

y=dy/dx X = 1/Vo dy/dt X

Vwo=60 ft/sec

Vo=2190 ft/sec

 $\lambda = 304000 \text{ ft}$

t= 2/Va

D=1/2 9 Vo^2 A Cd (=226 1bf)

Thrust=.9D therefore D=22.6 lbf

M=225 1bm

Taking the time derivative of the cosine wind y(t) dispersion formula derived earlier we get

$$\frac{dy/dt=K}{\lambda} - Be^{-Bt} + \frac{2 \text{ PI Vo}}{\lambda} \sin(2 \text{ PI Vo } t/\lambda) + \frac{D\lambda}{4 \text{ PI } 1/2 \text{ mVo}^2} \cdot \frac{2 \text{ PI Vo}}{\lambda} \cos(2 \text{ PI Vo } t/\lambda)$$

at $t = \lambda/Vo$ the equation becomes:

$$dy/dt = K(-Be^{-B}\lambda/Vo + B)$$

and substituting the values into the approximationn for y; y=0 ft.

Now, performing the same operations on the sine wind dispersion equation :

$$\frac{\text{dy/dt=K}}{\text{4 PI 1/2 mVo}^2} \cdot \frac{2 \text{ PI Vo } \sin(2 \text{ PI Vo } t/\lambda)}{\lambda}$$

$$-\frac{2 \text{ PI Vo } \cos(2 \text{ PI Vo } t) + (4 \text{ PI 1/2 m Vo}^2)}{\lambda}.$$

$$(\text{Be-Bt})$$

and at $t=\lambda Vo$

$$dy/dt = K \left[-\frac{2 \text{ PI Vo}}{\lambda} - \frac{4 \text{ PI } 1/2 \text{ m Vo}^2}{D\lambda} \cdot \text{Be}^{-Bt} \right]$$

and y=20 ft approximately.

Finally, taking the constant wind dispersion formula and taking its derivative :

$$dy/dt \approx Vw - Vw e^{-Bt}$$

and y= 10 ft approximately.

These results are consistent with the three-degrees-offreedom model considering the initial approximations.

To study the short period resonance phenomenom the phase and wavelength wind variations were documented in

detail for a condition of thrust equal to 90% drag. Figures 3-11 to 3-13 show the crossrange dispersion effects from wavelengths of 5000 (lambda = .016 range) 303000(lambda=range) feet and the phase angle variations from O to 2 PI.At approximately 9850 feet the dispersion characteristics were no longer symmetric but remained under one foot. This is demonstrated at Figure 3-14.A crossrange dispersion contour was constructed at Figure 3-15 but this did not emphasize the resonance phenomenon sufficiently due to linearized aerodynamics and small dispersion magnitudes. The parameters that varied most significantly near resonance were angle of attack and burn time. Indeed, it is clear that the projectile is unstable in this region with a maximum angle of attack of 1.21 radians(70 degrees). Due to the increased angle of attack, drag increased and burn time decreased in the order of seven seconds (5%) compared to the baseline trajectory. This clearly affected the range at burnout.Due to large angle of attack the linearized aerodynamics are not valid. Projectile performance at wind resonance is worthy of additional analysis. It was decided to demonstrate resonance by plotting the maximum angle of attack (alpha) versus wavelength with different thrust/ drag scenarios. The resonance results are at Figure 3-16. The projectile natural frequency is estimated at 0.22 Hz. Resonance was confirmed in the 0.22 Hz regime for thrust

the system is non-linear and Vwo could have affected resonance. It was noted that the curve shifted and increased or decreased in magnitude slightly in each case. This is due to the non-linearity of the system equations and the variations in Vo during flight. The absolute case of no thrust showed resonance at 10000 feet with a maximum angle of attack of 1.25 radians (72 degrees).

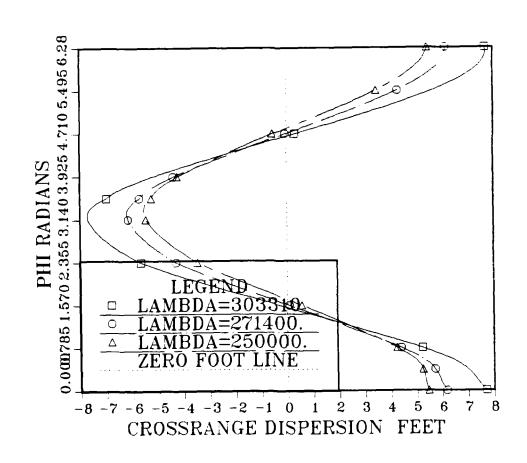


Figure 3-11 Dispersion Versus Wind Phase Angle(Large Lambda)

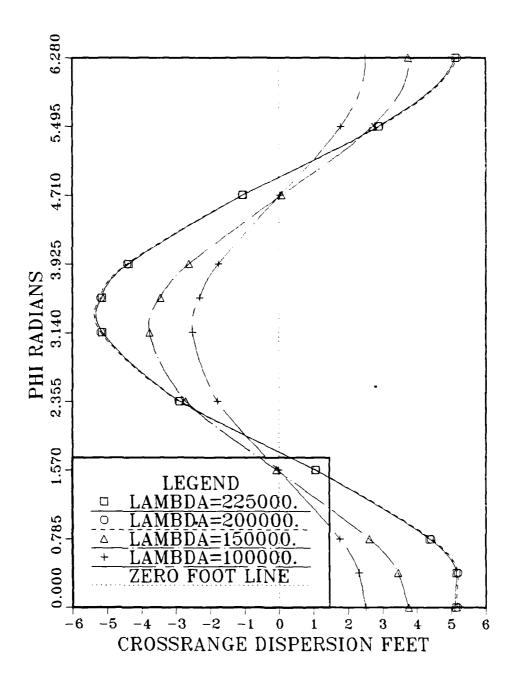


Figure 3-12 Dispersion Versus Phase Angle (Medium Lambda)

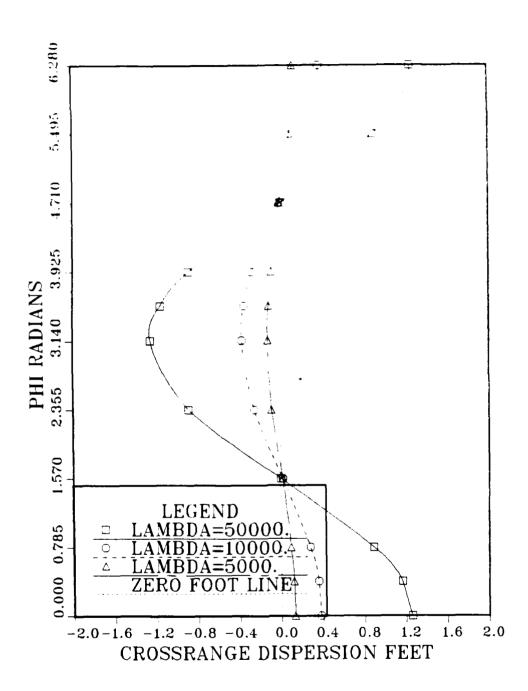


Figure 3-13 Dispersion Versus Phase Angle(Small Lambda)

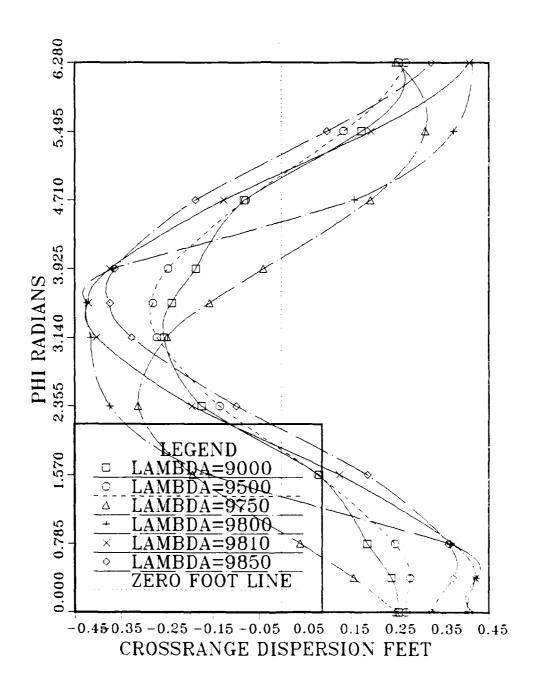


Figure 3-14 Dispersion Versus Phase Angle Resonance Lambda

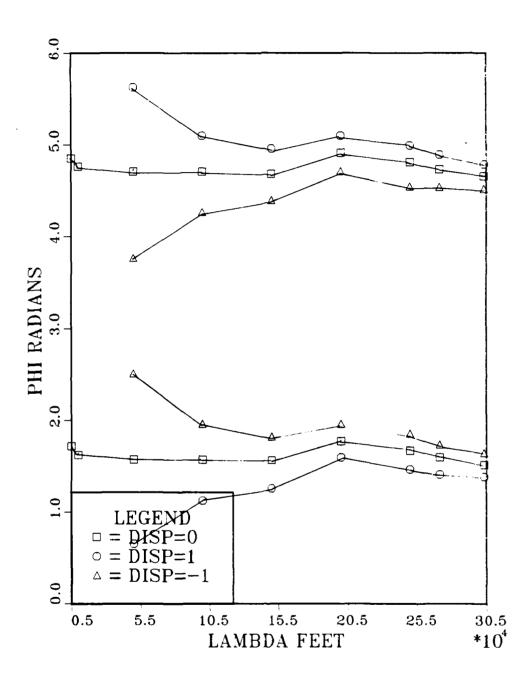


Figure 3-15 Phase Angle Versus Wavelength

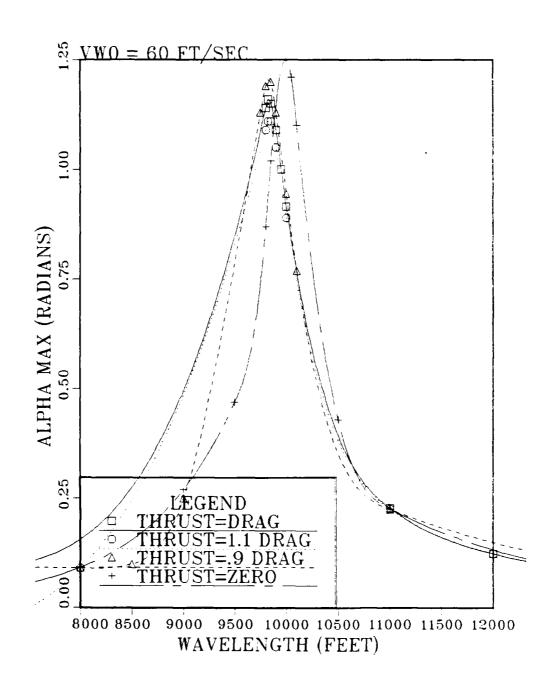


Figure 3-16 Detrimental Resonance Between Projectile Short Period and Spatial Frequency of Wind Profile

It is clear that if the wind profile experienced by the projectile has harmonic content near the natural frequency then the round will be unstable and/or have large dispersion at burnout. This is best illustrated by viewing the wind as Vw(t) with reference to the projectile. By a Fourier transform of the wind profile resonance with projectile natural frequency (fn) will be evident in the frequency domain. The wind oscillations need only be velocity variations with the appropriate harmonic content. Figure 3-17, which illustrates this concept, shows fn coinciding with a maximum of Vw(f). One would anticipate stability problems for this case.

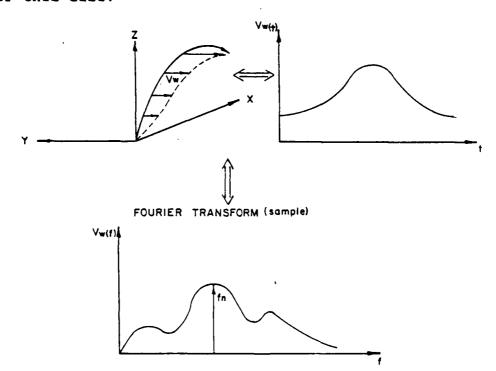


Figure 3-17 Fourier Transform Of Wind Profile Concept

Calculations for the long period resonance or phugoid show that the phugoid is irrelevant as flight time is too short:

T=4.44*Vo/g=301.8 seconds [Reference 3]

The results of the sinusoidal winds were also compared with the aerodynamic jump phenomenom outlined in BRL report 1077 [Reference 4]. At first glance the sinusoidal wind results appear consistent with aerojump, but detailed calculations show otherwise. The rate of change of initial angle of attack is critical to aerojump and is easily incorporated into the aerojump equation. The results for the sine wind are a function of wavelength and of the same form as the simplified model results but the cosine wind and constant wind both yielded a small aerojump proportional to the initial wind. The magnitudes of the aerojump dispersions were more consistent with the net lift transient effects. Further, continuous perturbations in the form of wind after time zero are not in the aerojump equations and for all practical purposes the phenomenom is not observed in the model. These results should have been apparent before calculations were performed. Aerojump equations are not appropriate for non-zero wind conditions. Clearly, when wind is included the aerojump equations cannot predict dispersion.

B. FIVE DEGREES OF FREEDOM

As previously stated dispersion was measured from ideal pseudo-vacuum trajectory at a fixed time for initiation of terminal guidance (Tc) 101 seconds. Thrust error sensitivity in the zero wind condition is presented in Figures 3-18 and 3-19. In these two figures it is clear that thrust errors can have a significant impact on the location of the projectile at the Tc.Figure 3-18 indicates that thrust increases the dispersion moves downrange expected.Figure 3-19 shows that as thrust increases the height of the projectile at Tc decreases. Due to added thrust the projectile is located at a point further along the parabolic trajectory; hence the height is less.

As well Figure 3-20 shows these effects on available burn time of the ramjet. For thrust equals drag burnout at 101 seconds exactly equals the Tc. With less thrust, terminal guidance is initiated before all the propellant is burned. Conversely, when thrust exceeds drag, burnout occurs prior to initiation of terminal guidance. Assuming this fixed time for initiation of terminal guidance, the projectile may experience up to seven seconds of unpowered flight (7% error) before the guidance is deployed. The period of unpowered flight with associated high drag will cause major dispersions as shown in subsequent figures.

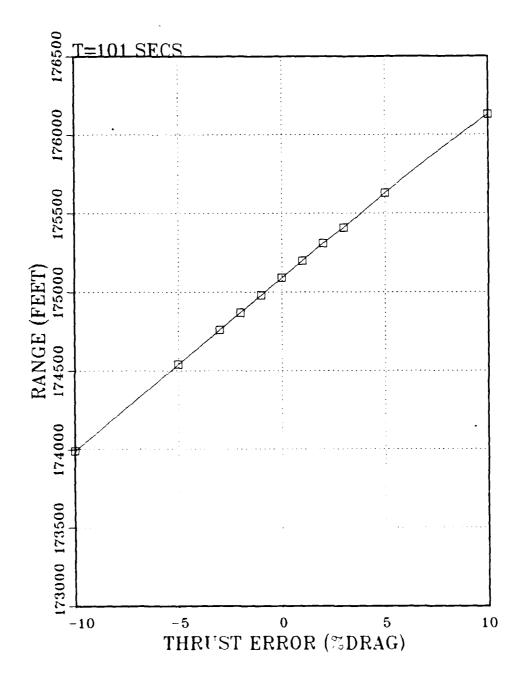


Figure 3-18 Thrust Error Effects (Range)

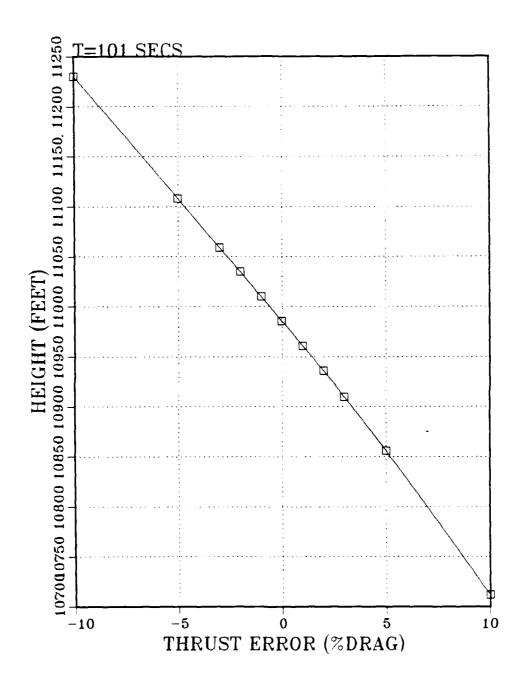


Figure 3-19 Thrust Error Effects (Height)

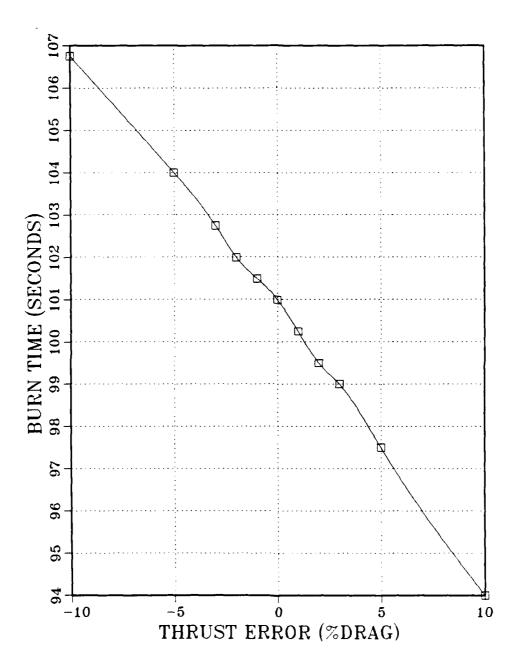


Figure 3-20 Thrust Error Effects (Burn Time)

as the three degree simulation. In fact the results appear even more linear with the same rotation about the zero zero point as in Figure 3-21. The gross features of Figure 3-3 and 3-21 are identical but Figure 3-3 shows dispersion at burnout whereas Figure 3-21 shows dispersion at Tc.

The crossrange dispersion results of a no thrust projectile with constant crosswind profiles and with thrust equal to drag (transients effects) are at Tables 3.3 and 3.4 respectively.

Table 3.3 No Thrust Wind Effects
Five Degrees

Thrust =0	time=101 seconds
Vwxy(feet/sec)	dispersion (feet) crossrange
0	0
30	92.51
60	185.11
90	272.90
120	370.97

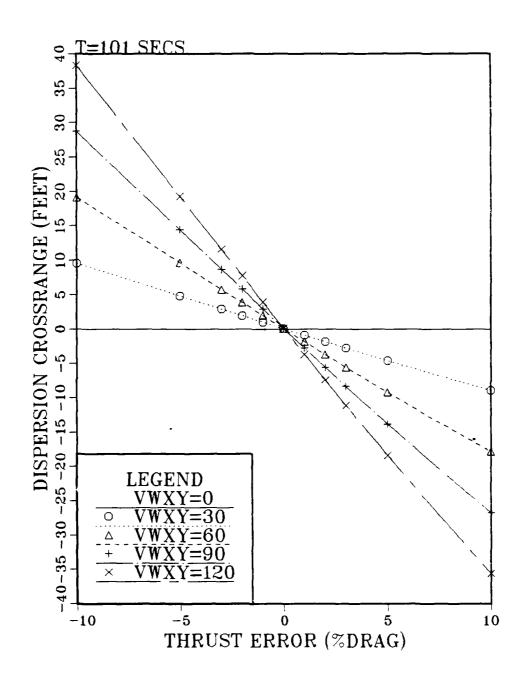


Figure 3-21 Crosswind Effects Five Degrees

Table 3.4 Dispersion Due to Net Lift from Transients

	Thrust=drag	time=101	secs
Vwxy(feet/sec)	dispe	rsion(feet)
0			0
30			.0202
60			.0413
90			.0643
120			.0919

Burn time was not significantly affected by crosswinds.

Headwind and tailwind effects on range, height and burntime in different thrust scenarios are shown in Figures 3-22 to 3-26. It is clear that dispersion from the pseudo-vacuum trajectory is minimized when thrust nearly equals drag. It is also apparent that the overthrusted trajectories involve greater dispersion as burnout occurs prior to terminal guidance and unpowered flight occurs for some time dependent on the scenario. This same error is observed in the case of headwinds and is most clear in the Figures 3-22B to 3-25B about the thrust equal to drag axis. (Note that Figure 3-22 to 3-25 inclusive have A,B and C sub-figures which are simply enlargements of key portions of the respective main figure).

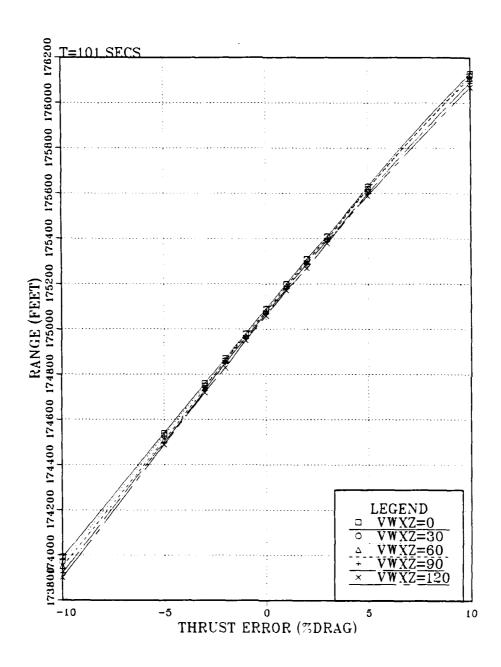


Figure 3-22 Headwind Sensitivity (Range)

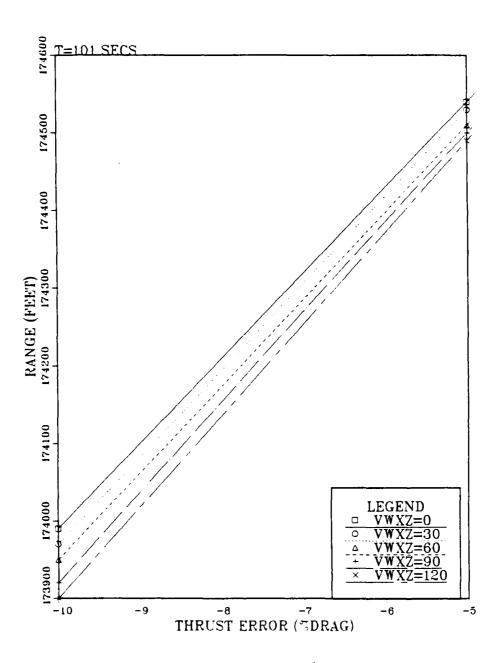


Figure 3-22A Headwind Sensitivity (Range)

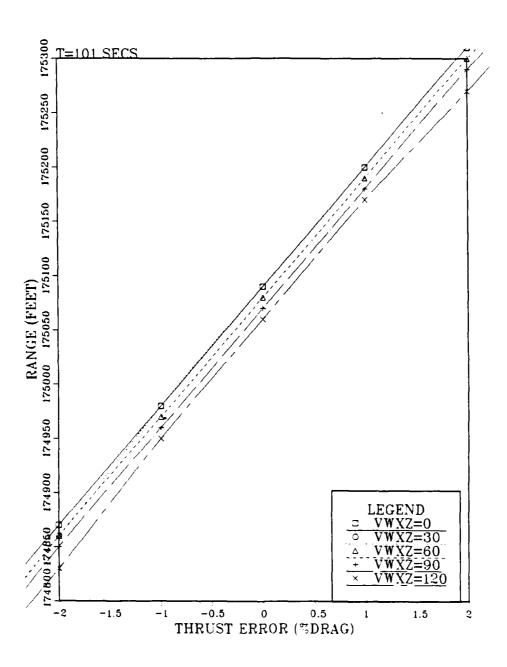


Figure 3-22B Headwind Sensitivity (Range)

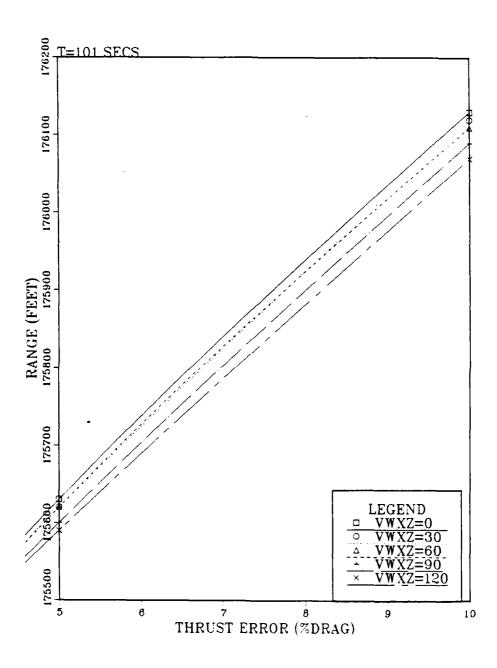


Figure 3-22C Headwind Sensitivity (Range)

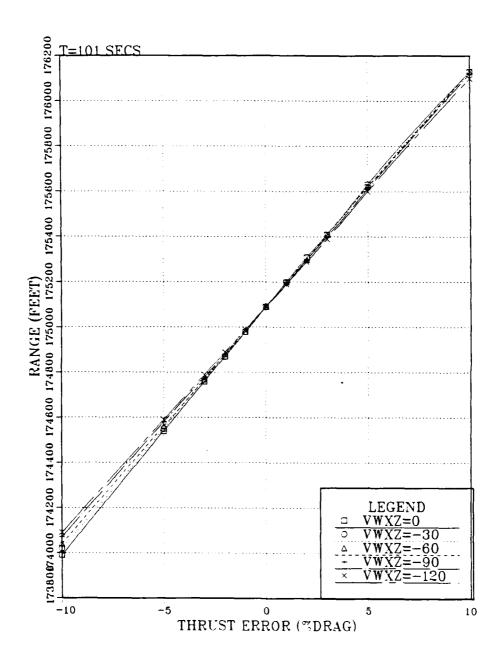


Figure 3-23 Tailwind Sensitivity (Range)

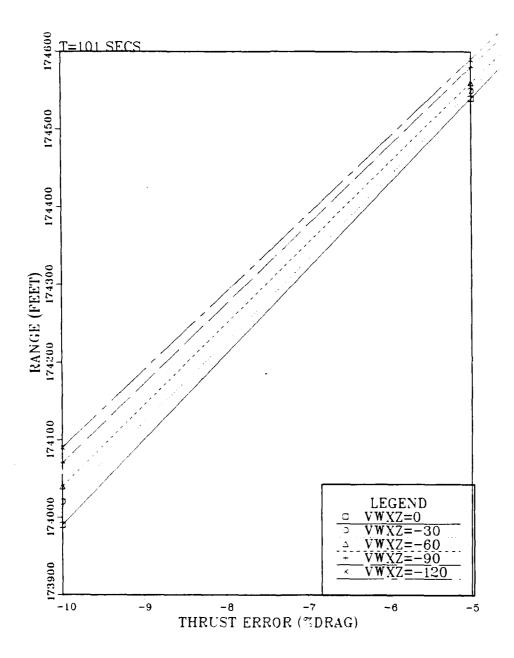


Figure 3-23A Tailwind Sensitivity (Range)

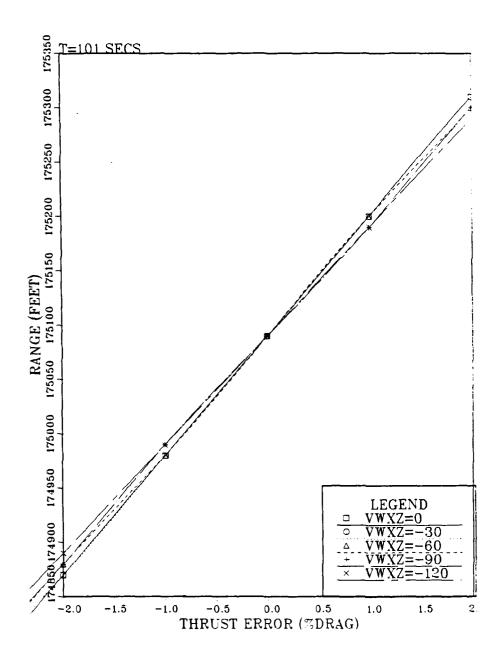


Figure 3-23B Tailwind Sensitivity (Range)

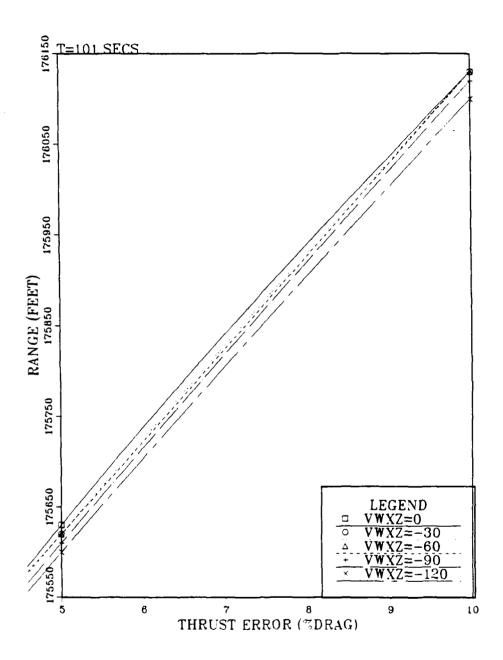


Figure 3-23C Tailwind Sensitivity (Range)

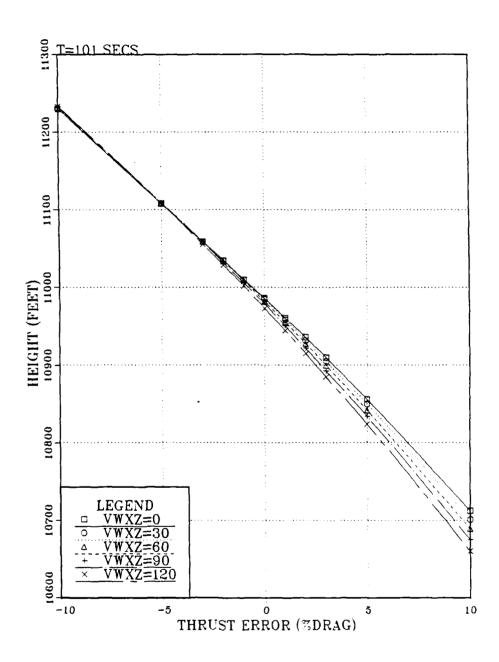


Figure 3-24 Headwind Sensitivity (Height)

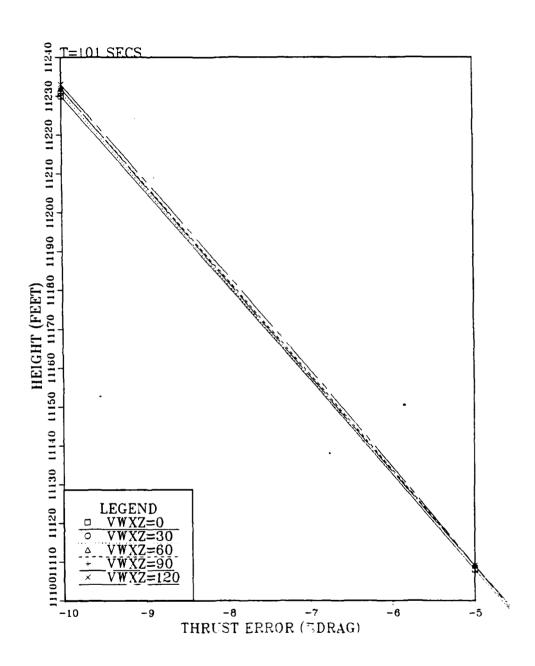


Figure 3-24A Headwind Sensitivity (Height)

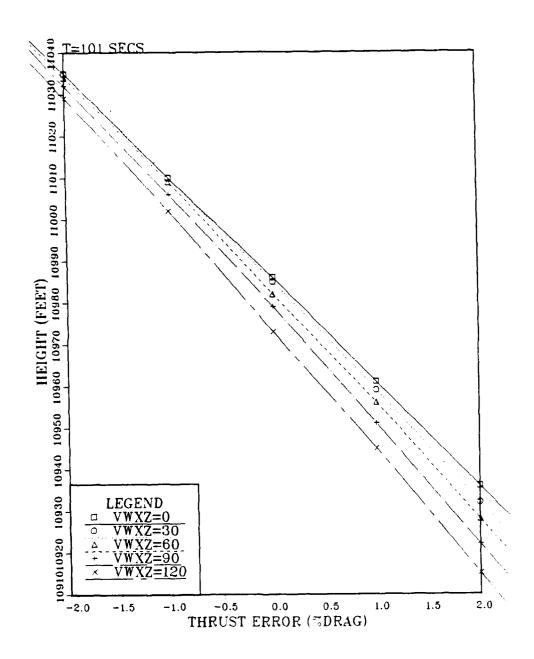


Figure 3-24B Headwind Sensitivity (Height)

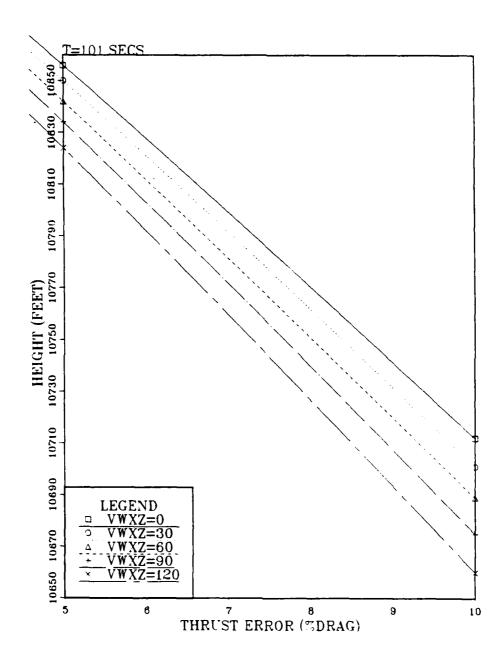


Figure 3-24C Headwind Sensitivity (Height)

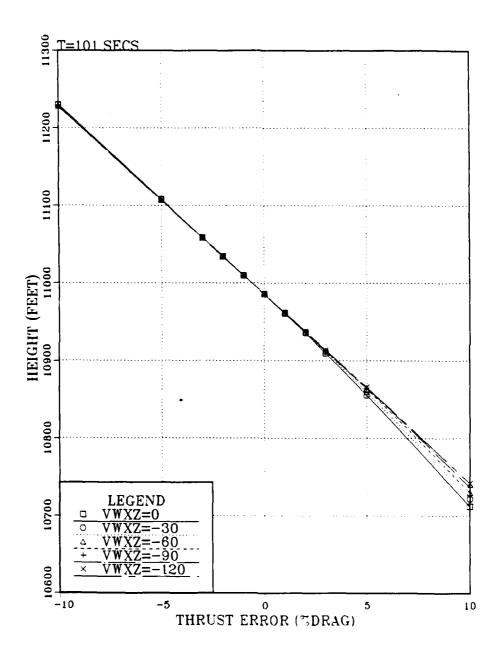


Figure 3-25 Tailwind Sensitivity (Height)

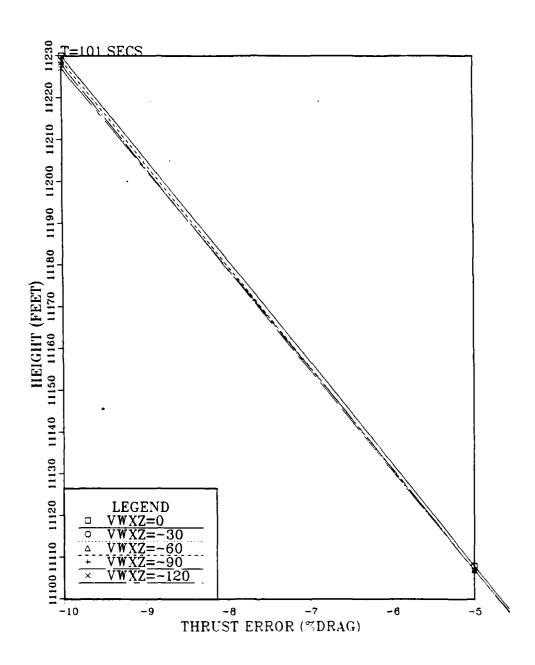


Figure 3-25A Tailwind Sensitivity (Height)

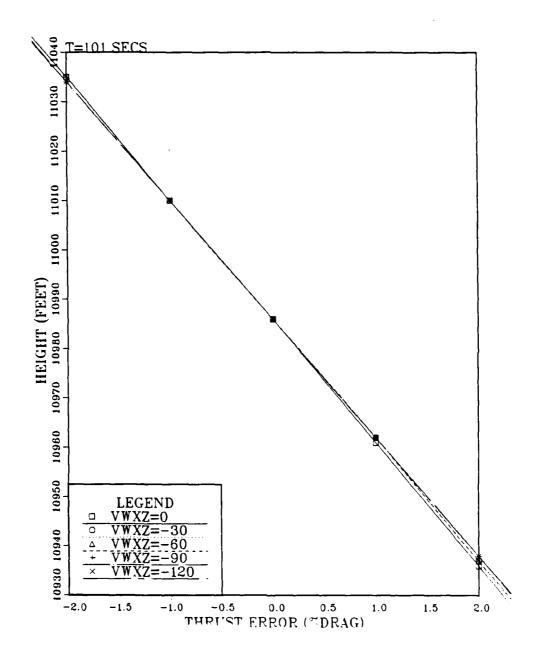


Figure 3-25B Tailwind Sensitivity (Height)

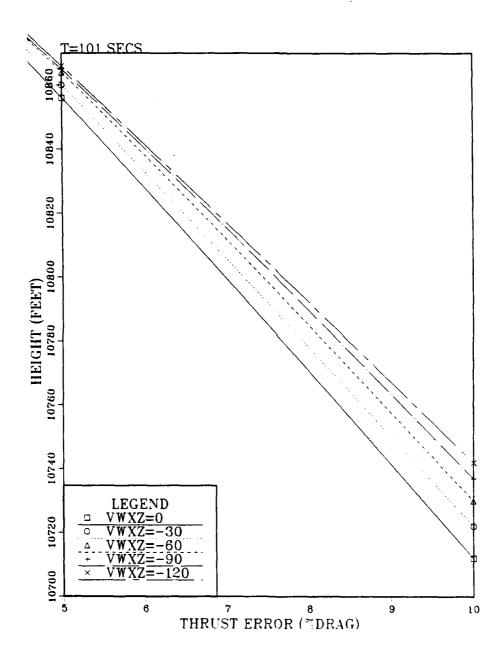


Figure 3-25C Tailwind Sensitivity (Height)

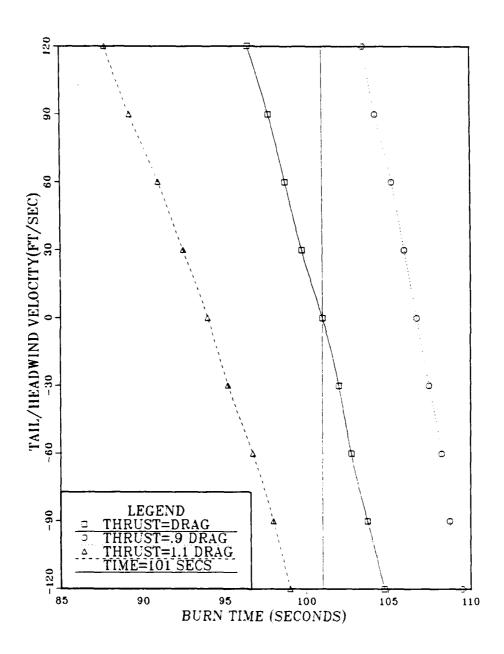


Figure 3-26 Tail/Headwind Effects (Burntime)

Deviations from the ideal trajectory were correlated and tabulated in Table 3.5.Results were conservatively linearized and are presented in that manner. Wind errors are read in addition to the thrust errors at the left of the table. For example:

If thrust error=-5% crosswind=120 ft/sec

predicted dispersion is X=-540 ft Y=19 ft Z=130 ft ;from ideal basket.

Table 3.5 Dispersion Analysis Results

Thrust Errors		Winds continuous 120 ft/sec					
Errors	х	z	Cross Y	X	lead Z	X T	ail Z
0 %	0	0	.1	30	7	.1	. 1
1 %	110	25	4	30	15	10	1
2 %	220	50	8	40	20	20	2
5 %	540	130	19	50	32	50	10
10 %	1100	345	38	90	50	100	30

Velocities at time 101 seconds were measured and are shown at Figure 3-27. The total variation of extreme cases is from 2285 feet/sec to 2315 feet/sec, or only 30 feet/sec.

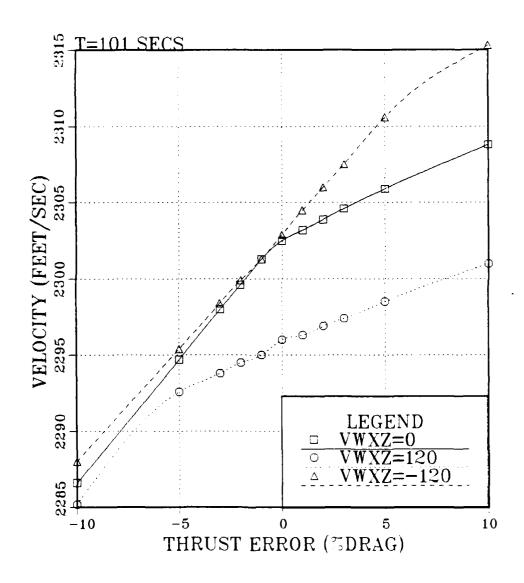


Figure 3-27 Velocity Sensitivity

Wind effects during near thrust equals drag portions of the trajectory were very small. The critical factor affecting the dispersion will be the setting of the terminal guidance clock in the projectile. This presents several options for setting initiation of terminal guidance:

-Fixed time irrespective of trajectory (ie. elevation of gun).Burn time would be shorter at less than 45 degree launch and the basket would be more sensitive to wind and thrust errors.As well the trajectory would change and so would the predicted basket.

-Fixed time for a given trajectory. This requires analysis of the sensitivity to elevation of the gun and a manual Tc setting method for gunners.

-Ramjet burnout. This would ensure that To occurred at an "optimum" point almost exactly on the pseudo-vacuum trajectory but the location along it at To would be difficult to predict.

-At given pressure for altitude [Reference 5]. This would establish accurate baskets for given gun elevations assuming the altitude chosen was before ramjet burnout.

Several trajectories were simulated with a varying wind profile as a function of altitude in the Standard Atmosphere. These are shown at Figure 3-28 as compared to the pseudo-vacuum trajectory.

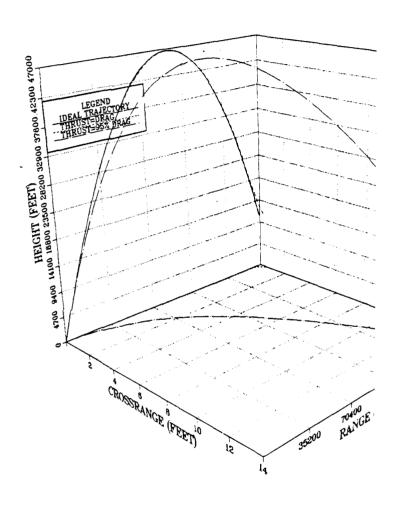


Figure 3-28 Three Dimensional Trajectory Dependent Wind Profile

IV. CONCLUSIONS

Generally this thesis confirms the viability of the pseudo-vacuum trajectory from a thrust equals draprojectile. Indeed winds up to 120 feet per second and thrusterors up to five percent created dispersions of less that 600 feet over a range of 175090 feet for the ARM projectile.

Specifically the following conclusions are made:

-the drag due to wind (Dw) is the aerodynami force which creates the most dispersion.

-the net lift due to transients (Lw) is a mino aerodynamic force in creating dispersion.

-the dispersion is proportional to the dampin coefficient (Cmq), although for practical values of Cm dispersion can be treated as insensitive to Cmq.

-the projectile resonance or short period is a approximately 0.22 Hz and is unstable in th resonance regime due to variable wind profiles. The phugoi is irrelevant.

-thrust errors are the most significant error contributing to dispersion.

-winds have a minor effect on dispersion durin powered flight when thrust approximates drag

except where harmonic content near resonance is contained in the wind profile.

-headwinds create greater dispersion as ramjet burnout occurs before terminal guidance is initiated. Crosswinds and tailwinds generally will have minimal effects.

Recommendations for further study related to this thesis are:

-Dynamics at launch including the initial spin damping, Magnus effects and aerodynamic jump.

-Dynamics at terminal guidance including air inlet spike ejection and canard deployment.

-Complete adaptation of BRL HTRAJ on the NPGS IBM . system to use non-linear aerodynamics.

APPENDIX A-PROJECTILE CHARACTERISTICS

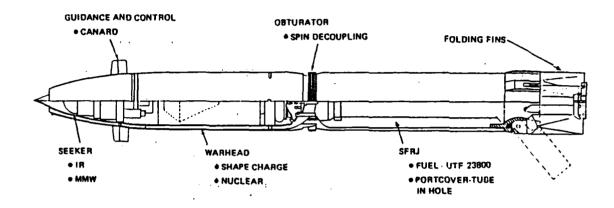


Figure A-1 ARMT Projectile Baseline Design

The following characteristics are obtained from References 2 and 6.

length=72 inches

diameter=8 inches

launch weight=225 lbm

launch CG=39.4 inches from spike apex

fuel weight=27 lbm (CG at 52.0 inches from apex)

impulse=950 "seconds"

Mass Property Equations:

CG=(225x39.4)-(52.0xfuel burned)/(225-fuel burned) in

Izz=.35-(.0019xfuel burned) in slug-ft

Ixx=Iyy=18.8-(.0423xfuel burned) in slug-ft

Aerodynamic Coefficient Equations:

 $Cd=Cdo +.5 \times Cl \times sin(\propto)$

 $Cdo= -.1025 \times MACH + .5015$ (1.8< MACH < 2.2)

Cm=Cl (Xcg-Xcp)/d

Cl=Cl x ~

Key Wind Tunnel Results (per degree):

MACH=1.8

Cdo=.317 Cmq=-203

C1 0 .18 .38 .62 .92 1.3 Xcp 45.4 45.6 48.2 49.7 50.2 50.0

MACH=2.2

Cdo=.276 Cmq=-190

Cmq=d(Cm)/d(qd/2V)

Initial Muzzle Spin Rate 30 PI radians /sec

APPENDIX B TRANSIENT ANGLE OF ATTACK CALCULATIONS

The following equation of motion applies to the dynamics of angle of attack (alpha) oscillations due to the torque equation described in the three-degrees-of-freedom model.

my = Lw which is proportional to alpha(t) where angle of attack is of the form :

-8t

∞(t)=e sin(wt) where 8 is the damping constant

and w is the angular velocity. Therefore:

$$my = \int_{0}^{t} \int_{0}^{T} e^{-\xi t} \int_{0}^{T} e^{-\xi t} \sin(\omega t) dt dT$$

$$= \int_{0}^{t} \left[\frac{e^{-\xi T} \left(-\xi \sin(\omega T) - \omega \cos(\omega T) \right) + \omega}{\xi^{2} + \omega^{2}} \right] dT$$

When t=0, the equation reduces to:

 $-2 \delta w$ +1(28w) = 0 which is expected if the initial condition is zero.(ie. dispersion at zero equals zero at time zero).

As t approaches infinity the equation value approaches infinite dispersion, but the oscillations of alpha have damped out. Note that the first derivative, proportional to velocity, tends to a constant value:

 $(w/(\delta^2 + w^2))/m$ as t approaches infinity which is also to be expected.

APPENDIX C-PSEUDO-VACUUM TRAJECTORY CONCEPT

The basic concepts behind the pseudo-vacuum are not always readily apparent. This appendix analyzes the basic equations of motion in the following sequence of cases to illustrates the concept:

vacuum trajectory

atmosphere trajectory

thrusted trajectory

wind influenced trajectory

thrust equal drag trajectory

In Figure C-1 (curve 1) the applicable equations of motion are:

$$m \times 1 = 0$$

$$m\tilde{z}_1 = -mg$$

An accelometer on the projectile in the z direction would measure no acceleration as it is in free fall already. This is similar to a satellite orbit or someone on an elevator in free fall.

When atmosphere is added the key equations are:

$$m\dot{x}_2 = -D_x = -1/2 \ O \ U_x^2 \ A \ C_d$$

$$mz_2^{\bullet \bullet} = -D_z - mg$$

where U is relative wind and D is atmospheric drag. In this

case Ux=Vx and Uz=Vz. This trajectory is represented by curve 2.An accelometer in the x direction measures Dx/m and Dz/m in the z direction.

If thrust is added, the trajectory is as shown at curve 3(thrust greater than drag). The key equations are then:

$$m\ddot{x}_3 = -D_X + T_X$$

$$m\ddot{z}_g = -D_Z + T_Z - mg$$

Accelerometers would measure (Tx-Dx)/m and (Ty-Dy)/m respectively. If thrust equals drag the trajectory would be curve 1.

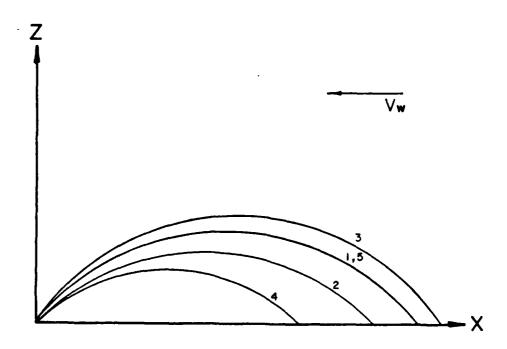


Figure C-1 Pseudo-Vacuum Trajectory Concept Curves

In Figure C-1 wind (Vw) has been added for the curve #4 in the x direction. The new equations are :

$$m \times 4 = (-D_X + D_W) + T_X$$

$$mz_4 = -D_z + T_z - mg$$

where Dx + Dw= $1/2 \ \text{O} \ \text{U}_{\text{X}}^2 \ \text{C}_{\text{d}} \ \text{A}$

and Ux(wind relative to the projectile) =Vx+Vw. With no thrust curve 4 results.

Finally, if thrust is added to equal drag the following equations are valid:

$$mx5 = 0 \text{ or } T_X = D_X + Dw$$

$$mz5 = -mg \text{ or } T_Z = D_Z$$

The accelerometer(s) read the acceleration caused by any differences in the thrust and drag forces (zero in this case).

It is clear that curves 1 and 5 are equal (and 3 if thrust=drag) but the burntime of a ramjet will not be equal in each case due to different drag profiles.

Therefore headwinds will require more thrust and burntime will be shorter. Conversely tailwinds allow longer

burning.Burnout will occur on the vacuum trajectory but not at the same point, as shown in Figure C-2.

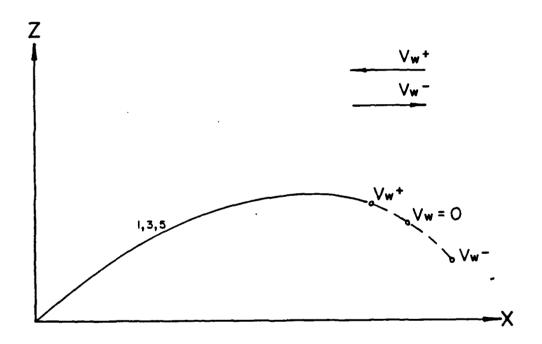


Figure C-2 Burnout Variations

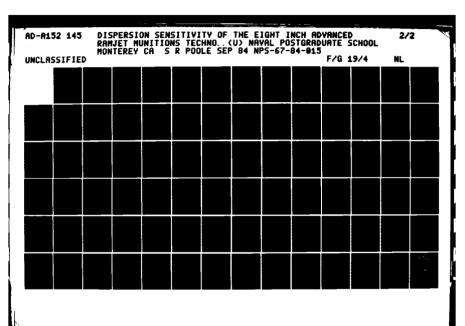
APPENDIX D PSEUDO-VACUUM TRAJECTORY PROGRAM

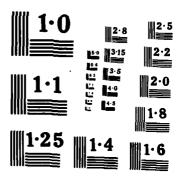
```
10 DIM X(300),Y(300),RO(300),D(300),MDOT(300),M(300),V(300)
12 DIM CDO(300), MA(300)
15 DIM T (300)
20 MMIN=198
30 ISP=950
40 DELT=.5
50 M(1)=225
60 THETA=. 7853981634000006#
70 VO=2452
75 LPRINT "TIME", "X", "Y", "MASS", "SPEED"
80 FOR I=1 TO 300
90
                 X(I) = VO * COS(THETA) * T(I)
100
                 Y(I) = (VO*SIN(THETA)*T(I))-(16.087*T(I)^2)
                 V(I) = ((VO*COS(THETA))^2 + (VO*SIN(THETA) + (VO*SIN(THETA))^2 + (VO*SIN(THETA))^2 + (VO*SIN(THETA)^2 + (VO*SIN(THETA))^2 + (VO*SIN(THETA)^2 + (
                 32.174*T(I))^2)^.5
120
                 TEMP =518.688-.0035662*Y(I)
                 RO(I) = (2116.22*(1-(.0035662*Y(I)/518.688))^5.256)/
150
                  (1716.5*TEMP)
155
                 IF Y(I) = 36089! THEN RO(I) = .001271
157 IF Y(I) >= 36089! THEN TEMP=389.99
158 MA(I)=V(I)/SQR(1.4*1716.3*TEMP)
159 CDO(I)=.5015-.1025*MA(I)
160
                D(I) = .276 * .5 * RO(I) * .3491 * V(I) ^2
161 D(I)=D(I)/.276*CDO(I)
170
                 MDOT(I+1)=D(I)/ISP
180
                 M(I+1)=M(I)-MDOT(I)*DELT
190
               T(I+1)=T(I)+DELT
195 LPRINT T(I), X(I), Y(I), M(I), V(I)
200
              IF M(I+1) (=MMIN GOTO 220
210 NEXT I
220 LPRINT "RAMJET BURNOUT BETWEEN T=";T(I);"AND";T(I+1)
```

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TIME	X	Y	MASS	SPEED
0	^o	`ø	225	2452
. 5	866.913	862.891	225	2440.65
1	1733.83	1717.74	224.637	2429.36
1.5	2600.74	2564.54	224.286	2418.11
5	3467.65	3403.3	223, 947	2406.93
ē. 5	4334.57	4234.02	223.618	2395.8
3	5201.48	5056.7	223.3	2384.73
3,5	6068.39	5871.32	222.993	2373.71
4	6935.3	6677.31	222.695	2362.75
4.5	7802.22	7476.46	222.407	2351.85
5	8669.13	8266.36	222.128	2341.01
5.5	9536.04	9049.41	221.858	2330.24
6	10403	9823.82	221.597	2319.52
6.5	11269.9	10590.2	221.344	2308.86
7	12136.8	11348.5	221.099	2298.27
7.5	13003.7	12098.8	220.861	2287.74
8	13870.6	12841	220.631	2277.28
8.5	14737.5	13575.2	220.409	2266.89
9	15604.4	14301.4	220.193	2256.55
9.5	16471.3	15019.5	219.983	2246.29
10	17338.3	15729.6	219.781	2236.1
10.5	18205.2	16431.6	219.584	2225.98
11	19072.1	17125.6	219.394	2215.92
11.5	19939	17811.5	219.209	2205.94
12	20805.9	18489.4	219.03	2196.03
12.5	21672.8	19159.2	218.856	2186.2
13	22539.7	19821	218.687	2176.43
13.5	23406.7	20474.8	218.523	2166.75
14	24273,6	21120.5	218.364	2157.14
14.5	25140.5	21758.2	218.21	2147.61
15	26007.4	22387.8	218.061	2138.15
15.5	26874.3	23009.4	217.915	2128.78
16	27741.2	23622.9	217.774	2119.49
16.5	28608.1	24228.4	217.637	2110.27
17	29475	24825.9	217.504	2101.14
17.5	30342	25415.3	217.374	2092.1
18	31208. 9	25996.7	217.248	2083.14
18.5	32075.8	26570	217.126	2074.27
19	32942.7	27135.3	217.007	2065.48
19.5	33809.6	27692.5	216.891	2056.78
20	34676.5	28241.7	216.778	2048.17
20.5	35543.4	28782.9	216.669	2039.65
21	36410.3	29316	216.562	2031.23
21.5	37277.3	29841	216.458	2022.89
55	38144.2	30358.1	216.357	2014.65
22.5	39011.1	30867	216.258	2006.51
23	39878	31368	216.162	1398.46
23.5	40744.9	31860.9	216.068	1990.51
24	41611.8	32345.7	215.977	1982.66
24.5	42478.7	32822.5	215.888	1974.9
25	43345.7	33291.3	215.801	1967.25
25.5	44212.6	33752	215.717	1959.7
26	45079.5	34204.7	215.634	1952.26
26.5	45946.4	34649.3	215. 553	1944. 91
27	46813.3	35085.9	215.474	1937.68
27.5	47680.2	35514.4	215.397	1930.55
28	48547.1	35934.9	215.322	1923.53
28.5	49414	36347.4	215.249	1916.62
29 29. 5	50281	36751.8	215.177	1909.82
C 7. J	51147.9	37148.∂	215.048	1903.13

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30.5	52881.7	37916.8	214.794REPROD	UCABOATAG
31	53748.6	38289	214.668	1883.74
31.5	54615.5	38653.2	214.542	1877.51
32	55482.4	39009.3	214.417	1871.4
32.5	56349.3	39357.4	214.292	1865.4
33	57216.3	39697.5	214.168	1859.53
33.5	58083. 2	40029.5	214.045	1853.78
34	58950.1	40353.5	213.922	1848.14
34.5	59817	40669.5	213.799	1842.64
35	60683.9	40977.3	213.677	1837. <i>2</i> 5
35. 5	61550.8	41277.2	213.556	1831.99
36	62417.7	41569	213.435	1826.86
36.5	63284.6	41852.7	213.314	1821.86
37	64151.6	42128.5	213.194	1816.98
37.5	65018.5	42396.1	213.075	1812.24
38	65885.4	42655.8	212.956	
38 . 5				1807.62
	66752.3	42907.3	212.837	1803.14
39	67619.2	43150.9	212.719	1798.79
39.5	68486.1	43386.4	212.601	1794.57
40	69353	43613.8	212.483	1790.49
40.5	70220	43833.3	212.366	1786.54
41	71086.9	44044.6	212.249	1782.73
41.5	71953.8	44247.9	212.133	1779.06
42	72820.7	44443.2	212.017	177 5. 5 2
42.5	73687.6	44630.5	211.901	1772.12
43	74554.5	44809.7	211.786	1768.87
43.5	75421.4	44980.8	211.671	1765.75
44	76288.3	45143.9	211.556	1762.78
44.5	77155.3	45299	211.441	1759.95
45	78022.2	45446	211.327	1757.26
		45585		
45.5	78889.1		211.213	1754.71
46	79756	45715.9	211.099	1752.31
46.5	80622.9	45838.8	210.986	1750.05
47	81489.8	45953.6	210.873	1747.94
47.5	82356.7	46060.4	21 0. 76	1745.97
48	83223.7	46159.2	210.647	1744.15
48.5	84090.6	46249.9	21 0.534	1742.47
49	84957.5	46332.6	210.421	1740.95
49.5	85824.4	46407. E	210.309	1739.57
50	86691.3	46473.8	210.197	1738.34
50.5	87558.2	46532.3	210.085	1737. <i>2</i> 5
51	88425.1	46582.8	209.973	1736.32
51.5	89292	46625.3	209.861	1735.53
52	90158.9	46659.7	209.749	1734.89
52.5	91025.9	46686.1	209.637	1734.4
53	91892.8	46704.4	209.526	1734.06
53. 5	92759.7	46714.7		
	93626.6		209.414	1733.87
54 54		46716.9	209.302	1733.83
54.5	94493.5	46711.1	209.191	1733.94
55	95360.4	46697.3	209.079	1734.19
55. 5	96227.3	46675.3	208. 367	1734.6
56	97094.3	46645.5	208.856	1735.16
56.5	97961.2	46607.4	208.744	1735.86
57	98828. 1	46561.4	208.632	1736.71
57.5	99695	46507.4	2 08.521	1777.72
58	100562	46445.2	2 08.409	1738.86
58.5	101429	46375.1	208. 297	1740.16
59	102296	46296.9	208.185	1741.61
59.5	103163	46210.6	208.073	1743.2
60	104030	46116.4	207.96	1744.94
60.5	:04896	46014	207.848	1746.82
61	105763	45903.6	207.735	1748.86
61.5	106630	45785. E	207.623	1751.03
62	107497	45658.8	207.51	1753.36
62.5	1007437	45504 0		1755.56
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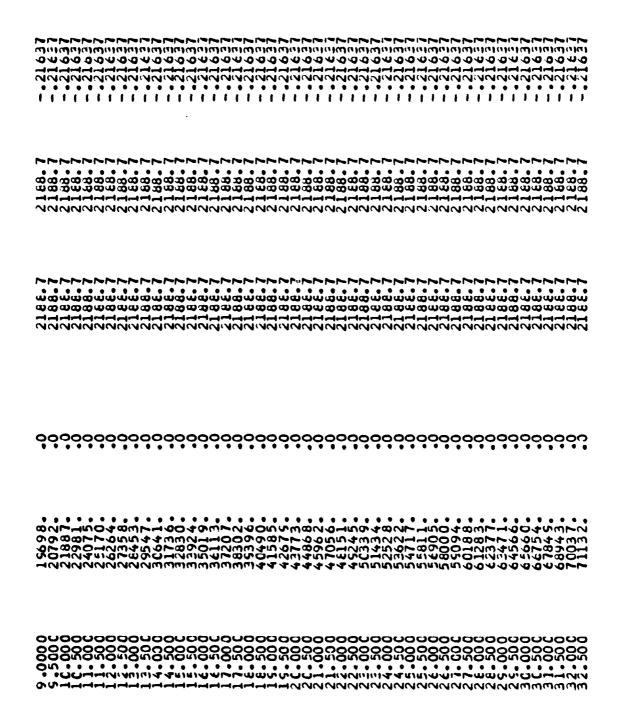
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64	110965	45072.5	207.056	1764.08
64.5	111832	44905.8	2 06. 942	1767.12
65	112699	44731.1	206.827	1770.3
65. 5	113566	44548.4	206.713	1773.61
66	114433	44357.5	206.598	1777.07
66.5		44158.7		
	115299		206.482	1780.67
67	116166	43951.8	206.367	1784.4
67.5	117033	43736.9	206.251	1788.28
68	117900	43513.9	2 06. 13 5	1792.28
68.5	118767	43282.9	206.018	1796.43
69	119634	43043.8	205.901	1800.7
69. 5	120501	42796.6	205. 784	1805.11
70	121368	42541.5	205.666	
				1809.65
70.5	122235	42278.4	205.548	1814.33
71	123102	42007.2	205.43	1819.13
71.5	123969	41727.8	205.311	1824.06
72	124835	41440.4	205.191	1829.13
72.5	125702	41145.1	205.072	1834.31
73	126569	40841.7	204.951	1839.63
73.5	127436	40530.2	204.831	1845.07
74	128303	40210.7	204.709	
				1850.63
74.5	129170	39883.1	204.588	1856.32
75	130037	39547.5	204.466	1862.12
75. 5	130904	39204	204.343	1868.05
76	131771	38852.3	204.22	1874.1
76.5	132638	38492.6	204.096	1880.26
77	133505	38124.8	203.972	1886.55
77.5	134372	37749	203.847	1892.94
78	135238	37365. 1	203.721	1899.46
78. 5	136105	36973.2	203. 595	1906.08
79				
	136972	36573.3	203.469	1912.82
79.5	137839	36165.2	203.342	1919.67
80	138706	35749.3	203.214	1926.63
80.5	139573	35325. 3	203.086	1933.7
81	140440	34893.1	203.013	1940.88
81.5	141307	34453	202.939	1948.16
88	142174	34004.7	202.863	1955.55
82.5	143041 -	33548.5	202.785	1963.04
83	143908	33084.2	202.705	1970.63
83.5	144774	32611.9	202.624	1978.33
84	145641	32131.5		
84.5			202.54	1986.13
	146508	31643.2	202.454	1994.03
85	147375	31146.6	202.367	2002.02
85.5	148242	30642.1	202.277	2010.11
86	149109	30129.7	202.184	2018.3
86.5	149976	29608.9	202.09	2026.58
87	150843	2 9080. 4	201.992	2034.96
87.5	151710	28543.7	201.893	2043.42
88	152577	27999	201.79	2051.98
88.5	153444	27446.2	201.685	2060.63
89		26885.3		
	154311		201.577	2069.37
89.5	155177	26316.6	201.466	2078.19
30	156044	25739.6	201.352	2087.11
90. 5	156911	25154.7	201.235	2096. i
91	157778	24561.8	201.114	2105.19
91.5	158645	23960.8	200.99	2114.35
92	159512	23351.6	200.863	2123.6
92.5	160379	22734.5	200.732	2132.93
93	161246	22109.3	200.597	2142.34
93.5	162113	21476.1	200.458	2151.83
94	162980	20834.9	200.315	2161.39
94.5				
	163847	20185.7	200.168	2171.04
95 35 5	164713	19528.3	200.016	2180.76

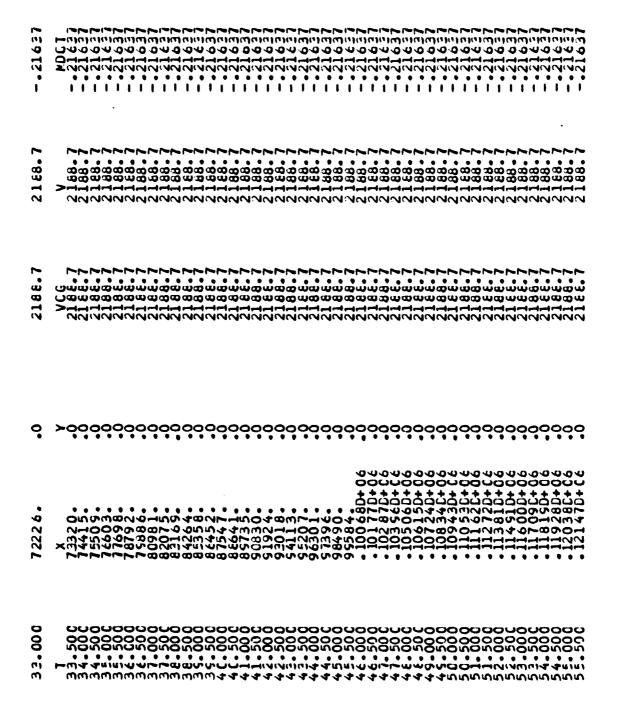
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96	166447	18189.5	199.699	2200, 42
96.5	167314	17508	199.533	2210.36
97	168181	16818.6	199.362	2220.38
97.5	169048	16121	199. 186	2230.46
98	169915	15415.4	199.004	2240.62
98. 5	170782	14701.8	138.817	2250.84
99	171649	13980	198.623	2261.13
99.5	172516	13250.3	198.424	2271.49
100	173383	12512.6	198.218	2281.92
100.5	174250	11766.9	198.006	2292.41
RAMJET	BURNOUT BETWEEN	T= 100.5 AND 101	•	

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CMA*K*(THE TA-GARMA)-((CMT*K*DI*THEDCT)/(V*2)))/I
HMA-TRETA
5*(L*SIN(ALPHA)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           MOUT = (1-C)*(CDO+.5*CL*SIN(ALPHA))*C*A/(-ISF)
DELM = 2.25-M
I = (18.6-.0423*CELM)*32.2
     COND IT IONS:
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | XDQ T4#2+(YDQT+VW)XXEGT)
| XDQ T4#2+(YDQT+VW) ##2|##.5
| 54.0008568#V##2
VARIABLES & INITIAL XOOT = 2168.67000
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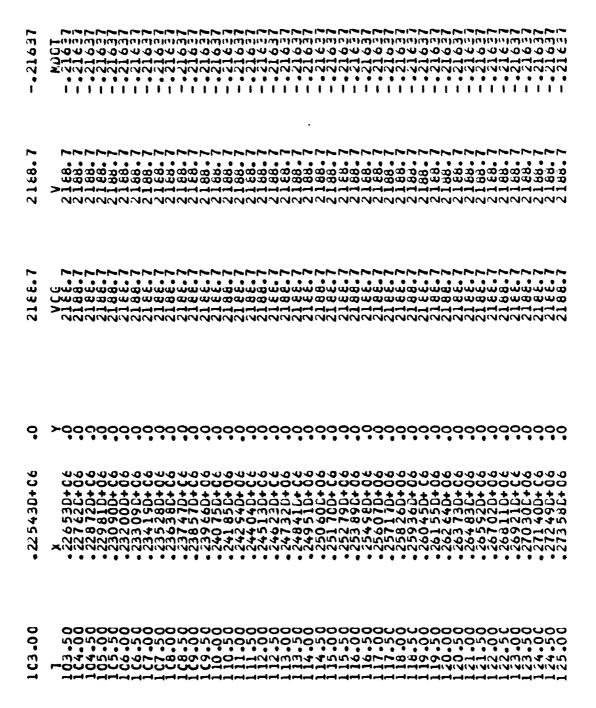
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```
MA*K*(THETA-GAMMA)-((CMT*K*DI*THEDCT)/(V*2)))/I
Mg-Treta
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         101 = (1-C)*(CDO+.5*CL*SIN(ALPHA))*Q*A/(-ISP)

:LM = 225-M

= (18.6-.0423*DELM)*32.2
INITIAL CCNDITICNS:
                                                                                                                                                                                                                                                                                                                                                                                                                                                                TAN ( (YCOT+VW)/XCGT)
**2+ (YCCT+VW) **2)**.5
CO 85C68*\**2
```

			I I I I I I I I I I I I I I I I I I I
	MDOT		
	TRIAL VCG V	L .250C000C00 000	24,500 27,600
19 16 10 14 16	CEGREE CRCSSWIND X AL .50000000000 T	MHEN M . LE. 198.000 EE CRCSSWIND TRIAL	\\ \continuous \text{\continuous \continuous \text{\continuous \continuous \text{\continuous \continuous \continuous \text{\continuous \continuous \continu
D(YDCT / C(T) = 1	m >	CALCULATION THREE DEGR	• HHUNWW44WW04FF@@@@@ • OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO

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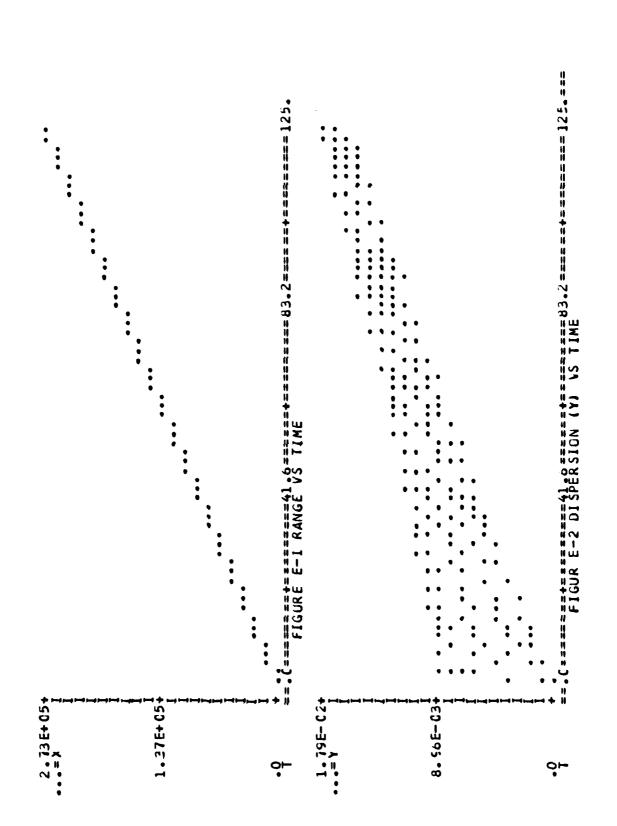
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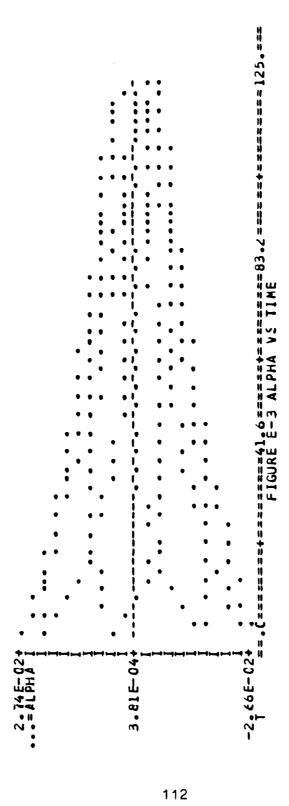
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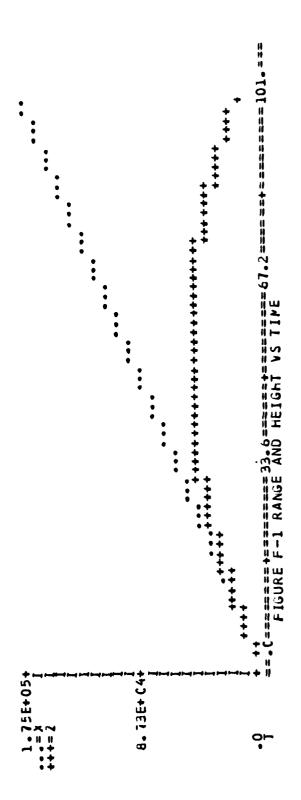
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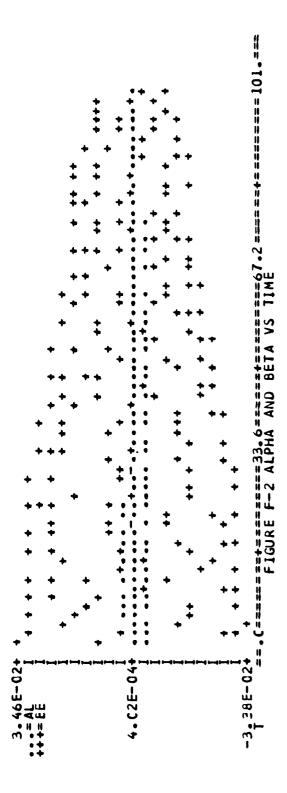
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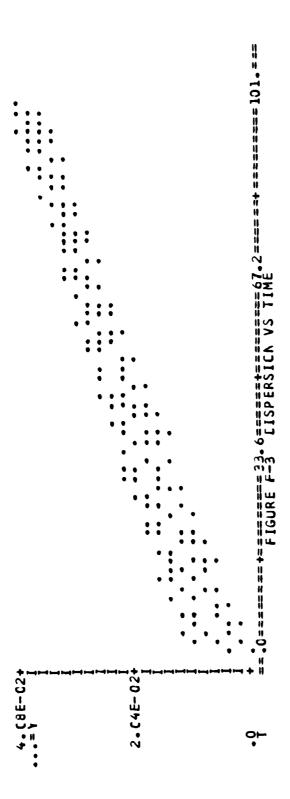
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DO 11 I=17

ATRIC = E 622 GC TC 12

NA TMEL = C(1)

STCP

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TH UB = C (2) / FTOM
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CG | = (3) / G (2) / G (2)
TB M = C (2) / G (2)
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IF (BC.EC.0.) BC=MIBSI/C**2

IF (SL.EC.0.) SL6D=1.

IF (SL.EC.0.) SL=1.

GOR SQ=GC*RSC

GSG=Q**2

MIBM=0.

IF (MF.NE.0.) MIBM=MIB+MF+MDI

IF (IUFLEG.NE.0.) TMCB=TE6

If (IUFLEG.NE.0.) J9=1
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PR (5) = A2C

PR (5) = A2C

PR (6) = 11C/FT CM

PR (9) = 11/2 TCM

PR (12) = 10/AZ

PR (13) = 10/AZ

PR (13) = 10/AZ

PR (13) = 10/AZ

PR (2) = A2C/FT CM

PR (2) = A2C/FT CM

PR (2) = A2C/FT CM

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PR (12) = 10/AC/FT CM

PR (12) = 10/AC/FT CM

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PR (15) = 10/AC/FT CM

PR (16) = 10/AC/FT CM

PR (16
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2-MIB*RITBM **2+MIBM*(RITBM-R3TBM)**2
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IK L=>
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PP2=PP2

PP 2=T1

PR PP1=PF1

PP3=PP1

PP3=PP1

GO TO 125

PP F2=PP1

PP F2=PP1

PP F2=FP1

PP F2=FF2

PR F2=FF2

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```
TO 1142,56,55,161), JBURN
TO (143,126), J5
TO (143,126), J5
(ABSGN(2)-TIME), LE..00001)GOTC(82,83,53,100,95,98,100,105,
                                                                                                                                                                                                                                                                                                                                                                                                                                                (Y(2)+DELT.LT.PRINT) GC TO (140,119),
                                                                                                                                                                                                                                                                                                                                                                                                     3 60 To 126
46 119 1 J6
-TPRINTS.LE..000011 GC TC 147
                                                                                                                                                                                                                                                                                                                                                           GT-TIME+ GCTO 1443
LT-TIME+ 00001) GGTO 144
)-10, E-15*TIME
                                                                                                                                                                                                                            JJ]=] (4,280)

WRITE (4,280)

IN N=2

IE x IT = 2

GO TO 1:0
TE (6,25C)
10 4
(YP L1,YI) GO TC 145
TO 136
                                                                             GO TO (140,119), JJ1
i IEFC=5
NE N=4
JZ=1
                                                  IF (YP 6)
DELT= (YI-
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140

138

134

135

133

132

137

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10
                                              <u>ე</u>9
                                              LT.EUB.ANG.ABS (T1) .LT.EFB.AND.AES (T2).LT.ETB)
                140,1194,
9
                             4444
4444
10000
                                                 #W4.00
                                             L
                                        11 11
                                        145
                                              5 C
                                                                          15
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```
CE (1) = CE (1) +T1

SL F=SL

ZM = Y(E)

SL = SL +T2

IF N = TE

Y( 10) = SF N *T MOP H I

GO 10 = 1 = 1 = 16

Y( 1) = ELFN (1)

Y( 1) = ELFN (1)
                                                                                                                                                                                                                                                                                                                                                         0 156
ABS(Y(4,1-XI), LE, EXI) GC TO 165
I-Y(4)
                                                                                                                                                                                                                                                                                                                                                                                  (6,1-Z1) -LT-E21) GC TO 166
I.EQ.0) GC TO 155
                         GU TC 165
                                                                                                                                            158
                                                                                                                                                                            JCCE-11 159,159,160
IXIAYI.EQ.OJ GC TC
                .EG.0) YP=Y (5) (YI-YP).LE.EXI)
                                                                                                                                            XIAYI.EQ. 0) GO TO
                                                                                                                                                           YP.EQ.CJ YP=Y(5)
                                   TYPONE-01 YPEC
                                                                                                                                                                                                                                                                                                                                                             31-1
152
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FIRE CELTA AZ AZ
O OMEGAZ O INIT
/SEC PILS
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1 (25H ME TRC CARDS ARE OUT CF CRD I (28H ERDR IN METRO ENLARGE ATM I (28H ITERATED TEN TIMES "2F 10.2 I (31H CAPECTCRY UPLEG WILL NCT (51H UO VEH SP IN CMEGAY ELAFIN CANT/31H CAPECTCRY UPLEG WILL NCT (51H CANT/31H 
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        11 (1 H)
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10.3,4F10.5,3F10.2,

CENTON TWIST TWIST FIN CANT/31h FT/SF RAD
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RES AIR TEMP / 7
GM/F**3 MI
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4A10.5x.4A10.3.

CA1CAZIAC. IN 75.

A7. A1. A2.

TO DO REAU.

CKPC INT REACHED

TO PNEST FM 8

NETC RECIED FM 7

NETC RECIED FM 75.

NETC PNEST FM 8
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                        B) *R 250+# TB *R1*
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ALL PAEST (9, MACH, TALPH, F)

= F + F TCP

= (GC * ISTAR-DENS*C22*KDB*VISQ)/Y(1)-GO*SINCE-F*COSCE

(9)=0

(7)=6

(7)=6

(8)=0
                                                           CGSA) LE.1.0005, GO TO 8
#2+V2**2+V3**2
VTSQ1
                                                                                                                                                                                                 5,15,20,131
                                                                                                                                                                                                                                                             - + BX
- + BZ
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(4, MACH, TALPH, KCB)
RTH
             ) 442 +TO# 42+Y (6) #42|
##3
                                                           )-Y(16)+Y(12)
)-Y(14)+Y(13)
)-Y(15)+Y(11)
                                                       6 MACH TALPHIKS
                                                                 (8. MACH, TALPH, KH)
                                          SINUE
きて思いれた
          15
20
            21
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KH*VI
TI*VI+T2*(VTSQ*Y(14)-VDOTX*V1)+T3*X1CH1+T4*Y(14))/Y(11)-G1
EY(7)
TI*V2+T2*(VTSQ*Y(15)-VDCTX*V2)+T3*X2CH2+T4*Y(15))/Y(11)-G2
EY(8)
TI*V3+T2*(VTSQ*Y(16)-VDCTX*V3)+T3*X3CH3+T4*Y(16))/Y(1)-G3
EY(9)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               1) + 1 (14) + 1 (12) + 1 (15) + 1 (13) + 1 (10)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   44 MACH TALPH KTA)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  HACH , TALPH, KF )
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        (15, MACE, TALPH, KT)
24
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KHEKH + KF A

CALL PNEST (117, MACH, TALPH, KA)

CALL PNEST (124, MACH, TALPH, KA)

CALL PNEST (124, MACH, TALPH, KA)

CALL PNEST (124, MACH, TALPH, KA)

CALL PNEST (125, MACH, TALPH, KA)

TO = -KA+KE+TSCF+CCRS (125, MR)

TO = -KA+KE+TSCF+CCRS (125, MR)

TO = -KA+KE+TSCF+CCRS (125, MR)

TO = -KA+KE+TSCF (125, MR)

TO = -KA+KE+TSCC (125, MR)

TO = -CA-KE+TSCC (125, MACH, TALPH, KT)

TO = -CA-KE+TSCC (125, MACH, T
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            11 (13 • MAC + • TALPH• KF)
11 (44 • MAC + • TALPH• KT)
14 (42 • MAC + • TALPH• KTO)
14 (42 • MAC + • TALPH• KMA)
14 (43 • MAC + • TALPH• KHA)
15 (43 • MAC + • TALPH• KHA)
16 (43 • MAC + • TALPH• KHA)
17 (8 • MAC + • TALPH• KHA)
18 (48 • MAC + • TALPH• KHA)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        FTALPH, KHAI
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             58
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[IMZ+1) +ALM (IMZ+1) * (GPH-HA(IMZ+1))
           SPRINT
         CY(8)
DY(9)
DY(7)
7 H H H
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m

```
Ö-FIP (IMZ2+4) ) / (ATM(IPZ2+11)-ATM(IPZ2+4))
A TP (IMZ2+7)+T1*(ATM(IMZ2+14)-ATM(IPZ2+7))
TEPF+273.15
A TP (IPZ2+5)+T1*(ATM(IMZ2+12)-ATM(IMZ2+5)))*.002204622422
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 EXCEEDS METRO FOR WINDS)
ERROR METRO EXCEEDED FOR DENSITY AND TEMPIROUND TUMELED 2F10.3, A51151
ALPHA VDX GREATER THAN VT '2F10.3,A5,151
GONE TO PREST FM DERI
3) = (- ,03416315474*Y(3) *RSQ*T1)/(TEMP*T2**2)
Y(3)*22-48085431*PRESF
                                                                                                                                                                                                                                                                                                                                       MZ1=0

1=(TO-ATM(IMZ1+1))/(ATM(IMZ1+8)-ATM(IMZ1+1))

IBX=ATP(IMZ1+2)+T1*(ATM(IMZ1+9)-ATM(IMZ1+2))

ISX(1)=PBX

ISZ=ATP(IMZ1+3)+T1*(ATM(IMZ1+10)-ATP(IPZ1+3))

INSZ=WSZ

IF (TO-LE-O) GO TO SO

IF (TO-LE-ATM(IMZ2+11)) GO TO 45
CV(3) = (-*, u-78085431*rrc.)

10 = EC

10 = EC

DENS=(V(3)/TEMP)*.7680191702*DENSF

TEMP=TEPP*TEMPF

4C VAS=20.(4680276*SQRT(TEMP)

GO TO (4,13,14), I4
                                                                                                                                                                                                                                                                                          47
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          51
                                                                                                                                                                                                                                                                  - [56)
- ATM( IMZ1+11) GO TC
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                F, (56)
E-ATM( IMZ2+4)) GO TG
2-7
                                                                                                                                                                                                                                    T-NATH GC TO
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XZ, IXZN.F
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FUB.
TL IT.
TL TO.
FREST.
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OIVERNSICN Y (16) TO Y 
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       125
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J-V3*(V2*AE3-V3*AE2)
E.O.) GO TC 500
                                                                                                                         11=HD X/(ThCPHI*A)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 11
•/5GY.LE.SCY*(2.-SDY))
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      Q
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    GG TG 6

T3 = (V1 * AE3 - V3 * AE1) * VT

T4 = V1 * (V1 * AE2 - V2 * AE1) -

PS I = 0 .

GD TO .

GD TO .

FS I = A TAN 2 (T3, T4)

IF (PS I GE . O.) GO TO 6

PS I = TAN 2 (T3, T4)

IF (FF I + FS I

PS I = R CF + FS I

FS I = 
/ = 0.

IF = (A . G1 = LP.

AE = Y (14)

AE 2=Y (15)

AE 3=Y (15)

4 IF (12 . G1 . 0.) G0 TG 5

TO . 6 . 1 = AE 2 - V2 * (14)

(1 * AE 2 
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            T3 = KDB+
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20 C

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L + A= D E[+7.27220521E-5*Y(2)+(Y(4)*SINA 2+Y(6)*COSAZ)/(REART +*COSLAT)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     A1*SINH)/(COSLAT*COS(F)))
G0 T0 20
.0.) G0 T0 20
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            LHA-TWOPHI
AT*SIND+COSLAT*CUSD*COS(TMERID)
                                                                                                                                                                                                                                                                                                                                                                                                                                                   "ThCPHI.GE.O.) GO TO 18
10.59.1J(11.11. ....
EG.1) GG TG 14 121
1+121
10.58,TJ(11+121 1SDY
                                                                                                                                                                                                                                                                                                                                                                                                      MERID=1LH4-FI.GE.O.) GC TC 17
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               25
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#SINPH#CGSTH-SINAZ#SINPH#SINTH
42)=RTOD#ASIN(SI#Y(14)+S2#Y(15)+S3#Y(16))
                                                                                                                                                                               H+SIN TH+SINAZ +SINPH+CCSTH
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     44,)=RTOD*ATAN2(T2,T1)
T1**2+T2**2)
THE , SINTH, COSTHJ
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j1).Eq. TJ(11+14)) GC TO
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Ē (6,65) (TJ(I),I=II,KII)
NP+1
57,57,57,46,571, NEX
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              17 EC. 58) GO TO 36
11 EC. 11+14) GO TO 35
1+14
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 . EG. II - 827) 60 TC
                                                                                                                     JAH=1

GD1C 3C

IF (JAF.EC.1)GD TO 4

K=27

IF (JAF.EC.1)GD TO 4

II = 0

J=2

KI = KI + 12

KI I=KI + 12

KI I=KI
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29 i 3 C

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1-11.EQ.TJ(11+51) GO TC
                                                                                                                                                   GO TO (57,57,57,46,57), NEX
LITE (6,63)
LI = 270C
J= 2
KI = 144
IF (PMTCF.EG.1.) KI=121
KI I=KI + 12
NR ITE (6,61) (HEAD(I),I=118,1
NR ITE (6,63) (HEAD(I),I=KI,KI
                                                                                    1-11-EQ.TJ(11+13)) GO
                                                                                                                                                                                                                                                                                                                                         -EG-01 GC 1C 49
                                 (£,66) (TJ(I),I=II,KII)
                                                                                                                                                                                                                                                                                                                (é,67) (TJ(I),I=II,KII)
(1652).EQ.O.) GC TO 45
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                                                 |J.EC.58| GO TO 45
|IT.EC.II-1667| GC TC 45
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(20H AERO EXCEEDED CODE=14.12H BREAK PCINT,E15.8)
(10h AL PHAZ OF,E15.8,9H FOR TYPE,14,12H BREAK PCINT,E15.6)
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| AMTGMH; FICM2, CVD TOR; CVM TOR;
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 E RA(I) = £(L+1)+(B(L-1)-B(L+1))*(A2-B(L+2))/(B(L)-B(L+2))

R=RA(2)+15

R= RA(2)+(BR-B(J+19))*(RA(1)-RA(2))/(B(J)-B(J+19))

RETURN

10 FORMAT (6E15-8)

11 FORMAT (26H AERO Exceeded Code = 14.12H BREAK PCINT, E15-8/12 FORMAT (10H ALPHAZ OF, E15-8)9H FOR TYPE, 12H BREAK PCINT, E15-8/12 FORMAT (10H ALPHAZ OF, E15-8)9H FOR TYPE, 14, 12H BREAK PCINT, ENCLOWMON /BOH/ REARTH (COMMON /BOH/ RE
*(B (J-4 )+ER*(B(J-3)+BR*(E(J-2)+BR*B(J-1)))
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A2.GE.B(L).AND.A2.LE.B(L+2)) GO TO
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260 65, 270.65, 960.65 30.65, 2160.65, 2426.65 NLMBE GC7, .005, -.004, 0., 0033 .61E5, E6, .16E6, 6.356766EC6, 9.80665 54.57.2957795, 1777 2.23653625, 0929030 . 52E5, E6, .15E (J)+ALM (J)* (GPH-HA (J)) -.03416315474*PY(2)*RSQ/(TEMF*T2**2)

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- Norden Systems United Technologies Report 1313-R-0015, <u>Wind Tunnel Test Report</u>, by M.R. Fink, 19 September 1980.
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